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The Daily Press.

HONGKONG, SEPTEMBER 13TH, 1911.

What may be called a "political crisis" has just occurred in Japan, where, however, such crises are but faint admirations of similar instances in the West. In Japan a change of Ministry very rarely arises from political defects, votes of censure, rejection of measures, or any of the other means by which such adjustments are effected in Europe. In the land of the Rising Sun a Ministry retires because it is tired, or because the public is presumably tired of it and desires a change. Steadfastness is not a virtue of the Japanese any more than it is of many other nations, and this applies not only objectively but also subjectively. New brooms sweep out as rapidly there as elsewhere, and the source of the broom's motive power is equally liable to become dissatisfied with its performance on very slight provocation—so slight, indeed, as to be invisible to an outsider. Thus to find any sufficient reason for the resignation of the KATSURA Ministry, which for the past three years has swayed the destinies of Japan, would puzzle the proverbial seeker of needles in bundles of straw, who would finally have to fall back on the suggestions given above—either that Prince KATSURA is tired of the public or the public is tired of Prince KATSURA. The Premier himself selects the latter suggestion with apparent complacency. The programme the Ministry set before itself when it was organised and has been completed—or nearly completed, and the mental inanition which has set in demands rest. Moreover, the Ministry has

had a respectable period of life, as Ministries go in Japan, where only great wars can prolong their existence to the normal period of, say, a British Parliament. Perhaps if we looked a little deeper we should find in this apparently uncaused resignation of Ministries a desire to save the face of the Ministers, who have no wish to confront that ultimate defeat which lurks in the neighbourhood of too long lived governments, but prefer discreet retirement while yet a certain amount of favour is shown to them. The KATSURA Ministry has certainly done some important work, which deserves the approbation of the public. For one thing it has revised the treaties with the Foreign Powers and has given a people somewhat too susceptible to real or imaginary inequalities that tariff autonomy of which they have so long dreamed. On the whole the treaty negotiations have been singularly successful. Japan has in most cases got all she wanted, more especially that reservation of the coasting trade to her own nationals upon which she laid so much stress. In the tariff conventions she has been forced to concede a little more than she at first anticipated, and there has been a little grumbling among her merchants. As the merchants of the foreign Powers concerned have also not shown themselves over enthusiastic at the new arrangement, however, it may be suspected that honours are pretty fairly divided. Another great work accomplished by the KATSURA Ministry has been the annexation of Korea, certainly a very popular step in Japan, though protests have been raised, and will no doubt continue to be raised, as to the administration of the annexed territory. These complaints have in some measure overclouded the enthusiasm evoked by the annexation. Finally the Ministry has to its credit the revision and prolongation of the Alliance with Great Britain, which, whatever Japanese extremists may say, has forced Japan to improve her relations with the United States. Any hope of an arbitration treaty with the States must be abandoned for the present, more especially in view of the fate that has overtaken the Anglo-American and Franco-American arbitration treaties, but the exemption of the United States from the provisions of the Anglo-Japanese Alliance is certainly a step towards fostering Japan-American relations. The proposal of Mr. Knox for the denationalisation—or internationalisation, as it may better be described—of the Manchurian railways caused a greater commotion in Japan than was perhaps suspected by the world at large, and was not conducive to the maintenance of confidence in American relations. This "regrettable incident" is now in a fair way to be forgotten, however, and would certainly be more easily consigned to oblivion if the two countries could come to some definite agreement on Far Eastern policy. In many minor matters also the Ministry has deserved well of the people. Apart from the improvement of foreign relations—notably with Russia—there has been a steady development of home industries—all the more steady because progress has not been interfered with by those wild scrambles which followed the wars with China and Russia. The reaction from the last "boom" has certainly created an atmosphere of depression, but what may, comparatively speaking, be described as depression from another point of view, is merely a return to normal activity. The high taxes, resulting from a too eager desire to pay off in one generation the enormous expense incurred by the last war, have caused no little grumbling, but still they have been paid without apparently seriously affecting the standard of living of the people.

The new Ministry has been formed by Marquis SAIONJI, who held the reins in the Ministry preceding the one that has just resigned. The KATSURA Ministry has been described as a military Ministry, perhaps chiefly because it was formed mostly of the same elements as the Ministry that held power during the Russo-Japanese war. The new SAIONJI Ministry may be described as having a civil character, and may be expected to devote greater attention to home affairs than its predecessor.

H.M.S. *Kato* is expected down from Weihaiwei to-morrow.

Night-firing will be carried out by the 126th Baluchistan Infantry on the King's Park Range on Friday and Saturday, between the hours of 8.30 p.m. and 10 p.m.

Two men were placed in the dock yesterday before Mr. Wood charged with having with another man boarded a house-boat at Shaukiwan and assaulted two women. The case was remanded.

A typhoon warning was received by the American Consulate-General, Hongkong, from the Manila Observatory yesterday afternoon. The cyclone or typhoon was W. of the Ladrones or Mariana Islands. Its direction was unknown.

Lady Lugard is returning to Hongkong from Japan by the French mail steamer due on the 25th inst.

H. E. The Governor entertained a number of residents at an "At Home" on the lawns at Mountain Lodge yesterday.

For cutting trees on the hillside two men were at the Magistracy yesterday ordered to pay a fine of \$3 each.

The prisoner who escaped from Victoria Gaol on the 22nd June, 1903, has been re-captured at last and identified by means of finger prints.

The American Asiatic Squadron arrived at Shanghai last week from Vladivostok. Admiral Murdock contemplated taking the squadron up the Yangtze—the *Saratoga* and *New Orleans* going as far as Nanking, and the *Helena* as far as Hankow.

Forty engineers are to be employed under Mr. A. H. Colinson in the construction of the Canton-Hankow railway. It is said that the Peking Government wants to get the line finished in three years, and that an unusually large staff is needed to put through six hundred miles in that time.

A native paper published in Peking states that the Cabinet has resolved to adopt an "active policy" in regard to the settlement of the Macao boundary question. "It is understood that both the Ministries of the Navy and Army are exerting themselves over preparations to put this reported policy into effect."

The public meeting held in the Victoria Theatre, Singapore, convened by the Straits Settlements Association to consider a Resolution "protesting against the proposal that the control of municipal affairs should be taken out of the hands of the Ratepayers," is described as a record gathering of all classes of the community.

A man was brought before the Magistrate yesterday on a charge of having 182 counterfeit twenty cent pieces in his possession. It was alleged that a man went to defendant's shop in Des Voeux Road and tendered two dollars, for which he received five dollars of the spurious coin. He was convicted and sentenced to nine months' imprisonment.

Negotiations are reported to be proceeding between the Board of Communications in Peking and a foreign firm for the construction of a railway bridge across the Yangtze at Hankow. The estimated cost of the bridge is ten million taels, and the bridge has to be completed in four years. The money is to be obtained from a Belgian Bank, the repayment of the loan being spread over a period of ten years.

A report was recently published that the Rev. Mr. Southill, formerly of Shansi University, had been selected as President of the Wu-Han University (which the Oxford and Cambridge Universities propose to set up in Hankow). We observe a correction of this report in a Peking contemporary. Mr. Southill has been appointed Secretary, "whose main duty will be to travel in America and England and raise the necessary funds." A sum of £250,000 is needed.

Dr. George E. Nesom, who resigned his post as Director of the Bureau of Agriculture in the Philippine Islands recently, is now on leave of absence. He is making preparations to go to the United States on the *Sherrin*, leaving Manila to-morrow (14th inst.). He will visit Cuba, Hawaii, and Louisiana to inspect sugar plantations and sugar milling operations. He intends to return to the Philippines after several months spent in special investigation work and engage in the sugar industry in the islands. Mr. Harry T. Edwards, assistant to the director, is now acting Director of the Bureau of Agriculture, pending the arrival of Professor Frederic W. Taylor, the famous agriculturist and horticulturist, who is expected to arrive in Manila in October and take over the duties of the director.

SUPREME COURT.

Tuesday, September 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ, (PUNISH JUDGE).

ALLEGED BREACH OF CONTRACT.

Vicris & Company were the defendants in three actions. The first was by Kwong Wo & Co. for \$655, the second by Wo Ping Co. for \$439, and the third by Fook Wah Lee Kee for \$950, these sums being claimed as damages for breach of contracts. Mr. J. H. Gardiner appeared for plaintiffs, and Mr. H. L. Dennis appeared for defendants.

The claim of Kwong Wo & Co. was taken first.

Mr. Gardiner said the plaintiffs were piece goods merchants of 156, Queen's Road Central and the defendants were commission agents at 50 and 52, Queen's Road Central. The goods in question were not delivered to plaintiffs and a portion of the goods were sold by the plaintiffs to a third party, and they were claiming for damages. The defendants said they were simply agents and were not liable for the performance of the contract.

Mr. Dennis said he did not rely upon agency. It was a contract to order certain goods, and as commission agents they ordered the goods.

Mr. Gardiner said the goods never arrived under the terms of the contract. The contract was cancelled.

The hearing was adjourned.

TELEGRAMS

["DAILY PRESS" EXCLUSIVE SERVICE.]

SERIOUS SITUATION IN SZECHUAN.

CHENG TU ISOLATED.

PEKING, September 12th.

It is impossible to deny that the situation in Szechuan is now causing grave anxiety. Chengtu is still isolated. Chungking customs officials telegraph that the gates of Chengtu are shut.

The Chungking authorities have issued a proclamation calling upon the Railway Bureau to dissolve.

Unconfirmed Japanese reports state that the troops at Chengtu are disloyal.

An Edict was published to-day reviewing the situation. It states that it is clear that the agitation is not alone due to railway matters and orders the Viceroy to use the troops promptly to suppress the disturbances. It admits that on Thursday thousands of men attacked the Yamen with the intention of burning it and killing the officials, and that they wounded several soldiers. Nevertheless the Edict orders the authorities to discriminate between actual agitators and those joining under compulsion. It enjoins upon His Excellency Tuan Fang to hasten and settle railway matters in Szechuan.

The Peking police have forbidden the Szechuanese to hold meetings in the capital.

[THROUGH REUTER'S AGENCY.]

RAILWAY TROUBLES IN CHINA.

LONDON, September 12th.

A Peking telegram states that the popular resentment against the construction of the Hankow-Szechuan Railway by the Anglo-French-Germano-American syndicate has resulted in disturbances in the province of Szechuan, particularly at Chengtu, with which telegraphic communication has been interrupted since Friday. The foreigners left Chengtu on Thursday.

The mob attacked the Viceroy's yamen, and twenty people were killed.

British and American gunboats are proceeding to the disturbed districts.

Missionaries are concentrating in the towns.

Troops are massing on the frontier of the province.

[This amplifies the news given by our Peking correspondent yesterday.]

THE STRIKE EXAMPLE.

LONDON, September 12th.

A remarkable strike has taken place in six board schools in the East End of London. The strikers are demanding a half holiday every Wednesday and less caning. The strikers armed with stones surrounded the schools, but the police prevented disorders. Hundreds of scholars have struck in Manchester and Liverpool.

THE KILMARNOCK BY-ELECTION.

LONDON, September 12th.

There will be a three-cornered contest at Kilmarnock. Baile McKerral is representing the Labourites.

The Right Hon. Alexander Ure, speaking at Kilmarnock in support of the candidature of Mr. W. E. Gladstone, justified the employment of the military in strikes and said the Government was ready to repeat the action even if it imperilled their existence. Otherwise they would be unfit to govern a civilised country.

THE DROUGHT IN BRITAIN.

LONDON, September 12th.

The unprecedented drought in the United Kingdom is unbroken. The North is suffering from a shortage of water, and old wells are being re-opened, endangering the public health.

Manchester has only twenty-six days' restricted supply.

Numbers of woolworkers in Bradford and district are thrown out of employment in consequence of the shortage of water, and subscription lists are being opened for their relief.

The agricultural outlook in the South is unfavourable.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

FRANCE AND GERMANY.

UNSATISFACTORY REPLY FROM GERMANY.

LONDON, September 12th.

A semi-official report published in Paris states that M. de Selves, the Minister for Foreign Affairs, is carefully examining the German observations and will probably receive favourably those tending to establish and strengthen the economic equality of the

Powers in Morocco, but it is expected that he will consider it impossible to grant Germany a privileged economic position, which would be contrary to the above provisions and might provoke hostility on the part of the other signatories to the Algeiras Agreement.

Other points of the German reply also raise the most serious objections, rendering it probable that the pourparlers will be prolonged for some considerable time.

HOLLAND NERVOUS.

The Amsterdam correspondent of the *Times* reports that the Government has cancelled all military leave and is prolonging the training of the militia to the utmost in order to be prepared for eventualities.

GERMAN SUBJECTS MURDERED IN MOROCCO.

The *Daily Telegraph* has a telegram from Tangiers stating that four German mineralogists have been murdered in the Suss region (the southernmost province of Morocco).

A DIPLOMAT'S VIEW.

Reuter has received the following from a high diplomatic source:

"Although only a telegraphic summary of Germany's reply has been received in London, a feeling of great disappointment prevails. While Germany appears to agree to the principle of a French protectorate, she makes reservations amounting almost to a withdrawal of her assent, and her counter proposals place Germany on an equality with France as regards railways and other public works, practically involving co-dominion, political as well as economic. It is impossible for France to grant such advantages over other Powers. Consequently the centre of interest now is not the extent of territorial compensation, but Morocco.

THE KAISER.

Herr Kiderlin-Waechter has had a long interview with the Kaiser.

FRANCE FIRM.

LATER.

The *Paris-Temps* in voicing French opinion states that Herr Kiderlin-Waechter's demands are rather puerile than annoying. France is now prepared to reject the unacceptable demands. It is time the German illusions on this point were dispelled.

The Cabinet meets to-day to discuss the French reply. It is expected that the reply will be most conciliatory but absolutely firm. M. M. Caillaux and De Selves and the French Ambassador to Great Britain are conferring this evening.

The *Lokalanzeiger* disclaims any idea of Germany seeking extraordinary privileges. The question is one of guarantees affecting all nations.

Great disappointment regarding the strikes is the keynote of the British comment.

GERMAN SOCIALISTS AND PEACE.

LONDON, September 12th.

Herr Bebel, the German Socialist leader, in opening the Social Democratic Federation at Jena, said that despite the Kaiser's peace speech at Hamburg, the cry will be for further armaments and a great navy. A Bill would undoubtedly be submitted to the Reichstag to meet the cost of these while many Germans were unable to obtain a sufficiency of food.

MOUNT ETNA IN ERUPTION.

LONDON, September 12th.

Mount Etna is erupting lava and threatening to destroy the forests and vineyards on the slopes of the mountain.

The streets of Catania are covered with ashes.

TELEGRAMS

[THROUGH REUTER'S AGENCY.]

LORD ENNISKILLEN'S SON

DEPORTED FROM SOUTH AFRICA.

LONDON, September 12th.

Mombasa telegrams state that the Order-in-Council by which Mr. Galbraith Cole, Lord Enniskillen's son, is being deported, will not be enforced immediately, and he will be allowed a month for the settlement of his affairs.

The *Times* publishes on its principal page a column from a correspondent defending Mr. Cole, especially in his relations with the natives, and declaring that every party in the Colony would unite in opposing the deportation.

The *Daily News* says that the Cole and Lewis cases prove the breakdown of the jury system in black and white cases.

LATER.

The *Westminster Gazette* says that if Mr. Harcourt is not going to use his reserve powers when trial by jury fails he may as well retire from the business of Government.

In proportion as the settler is distinguished by a good previous record his example is clearly more dangerous. The journal adds that it is glad to find that the Lewis case has caused the gravest misgivings among the men of both parties in South Africa, and concludes that shooting at sight is at first confined to offences against women, then it spreads to solicitation, then to sheep-stealing. That was the inevitable logic of lynch law, and must be stopped in the beginning.

The *Globe* says that Cole was following the rough and ready justice of all new countries, and adds that in the early days of Cape Colony the British sentimental administration endeavoured to prevent such methods. One result was the great trek, and after a period of bitterness the local administration was forced to allow the resumption of the practice for which Cole was exiled in order to protect property.

LATER.

The *Morning Post* remarks that the bringing of illegality to the aid of outraged justice is no remedy for the failure of the jury system in East Africa. The use of the Governor's warrant to deport a man who by law is innocent constitutes an undesirable precedent.

SCULLING CHAMPIONSHIP.

LONDON, September 12th.

The English sculling championship took place yesterday on the Thames from Putney to Mortlake. Barry, the holder, beat Fogwell, of New South Wales, by 3½ lengths. The winner's time was 22 minutes 14 secs.

Fogwell beat two lengths from Harrold's, but Barry easily overhauled him and led by six and then ten lengths, after which he slackened his pace and won comfortably.

AEROPLANE POSTAL SERVICE.

LONDON, September 12th.

The aviator Hubert started from Hendon for a flight to Windsor, but his aeroplane struck a post and tilted. He fell a distance of 100 feet and had both thighs fractured.

Hamel carried the mails to Windsor at the tremendous speed of 105 miles an hour.

LONDON'S LORD MAYOR AT THE AUSTRIAN CAPITAL.

LONDON, September 12th.

H.M. Franz Josef received the Lord Mayor of London in audience, and said he rejoiced over the cordial relations existing between London and Vienna and the two countries of which they are the capital cities.

His Majesty in his conversation showed much interest in the forthcoming visit of King George to India.

THE LARGEST BATTLESHIP.

LONDON, September 12th.

The *Orion*, the largest battleship in the world, has started her trials at Portsmouth. Critics comparing her armament with that of the *Dreadnought* say that she makes the latter a second-class.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE RECOGNITION OF PORTUGAL.

LONDON, September 12th.

The Portuguese Minister in London was twice at the Foreign Office to-day. It is announced that Great Britain, Germany, Austria, and Spain are about to issue instructions for the immediate recognition of the Republic.

LATER.

Lisbon telegrams state that the Powers mentioned and Italy have recognised the Republic.

LATER.

The recognitions have been announced at Lisbon by the Ministers of the respective Powers.

There was great rejoicing among all classes especially over Great Britain's recognition.

Preparations are being made for great demonstrations in front of the Legations.

INTERNATIONAL LAWN TENNIS.

LONDON, September 12th.

In the doubles competition for the Davis Cup Dixon and Beams (England) beat Butely and Little (America) by 6/3, 7/5, 6/4.

TEST CRICKET.

LONDON, September 12th.

The Imperial Cricket Conference has approved of all the arrangements recommended by the Board of Control regarding the triangular and county matches with Colonies and has altered the date of the Anglo-Australian test match at the Oval from the 22nd August to the 19th August so as to allow the match to be played to a finish.

Lords Harris and Hawke represented England, W. Findlay represented Australia, and H. D. G. Leveson Gower represented South Africa.

CANADA AND RECIPROCITY.

LONDON, September 12th.

The Canadian Labour Congress has declared itself in favour of reciprocity with the United States.

[FROM THE MANILA "CABLENEWS".]

CANADIANS AND RECIPROCITY.

WASHINGTON, September 7th.

As the campaign progresses it becomes more apparent that the people of Canada are not ready for reciprocity with the United States. The advocates of the measure are beginning to despair of getting favourable action on it from the people. It now looks as though Sir Wilfrid Laurier were destined to lose his firm position in the esteem of the Canadian by his strong advocacy of reciprocity. Powerful agencies not counted on heretofore have begun to throw their influence against the measure and every passion and prejudice of the people is being invoked to defeat it. The latest cry of the opposition is that a reciprocity agreement with the United States would weaken the imperial tie that binds the country to Great Britain. This argument is making a marked impression on the Canadian people. It is said to have originated across the water, but is now employed by the Press and the political orators with telling effect.

THE NEXT U.S. PRESIDENTIAL CAMPAIGN.

WASHINGTON, September 5th.

The Republican leaders are preparing for next year's campaign. The question of leadership is now giving them the most trouble. Just at present they are casting about for a campaign manager for the chairmanship of the national committee. It is probable that Secretary Hilles, the President's confidential secretary, will be chosen for the position.

The leaders of the regular wing of the party are manoeuvring to keep the "progressives" from an open bolt. There is still hope that President Taft may be able to hold most of them in line.

Senator Works, of California, who has been considered a good progressive, has declared that Taft is his choice for the nomination. On the other hand, Senator Bourne, of Oregon, the arch-progressive of them all, is an avowed La Follette man. He is very hostile to President Taft.

Within the last few days, particularly since the Hamilton, Massachusetts, speech of the President in defence of his vetoes, Senator Cummins, of Iowa, has abandoned Taft for good. In a recent public utterance, Senator Cummins vented into the alleged weakness of President Taft in great detail and particularized his shortcomings from the beginning of his administration, and closed with the declaration that the party needed a stronger candidate.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wolfe presided, and there were present:

Hon. Mr. A. W. Chatham, C. M. G. (Registrar-General), Hon. Mr. E. A. Howett, Colonel Bedford, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ng Hon Sze, Dr. F. Clark (Medical Officer of Health), Dr. Hartley, and Mr. W. Bowen Rowlands (Secretary).

THE BEGGING NUISANCE.

A minute by the President relative to a proposed additional market bye-law was as follows: In view of the increase in the number of beggars who pester Europeans as also Chinese in the public markets, especially Central Market, I recommend the addition of the following bye-law to the Market Bye-laws: "Beggings for alms and loitering in any market is prohibited. Any person offending against this bye-law may be arrested without a warrant by any officer of the Sanitary Department or any police officer." (2) The new bye-law is necessary, as Ordinance 1 of 1845 which deals with begging does not cover markets.

Hon. Mr. HEWETT moved:—If the people are so arrested on the police magistrate punish Mr. LAU CHU PAK—How long has this begging been going on?

The REGISTRAR GENERAL—This is the first I have heard of these beggars.

The PRESIDENT explained that the bye-law had been submitted to the law officers of the Crown. Proceeding to answer the questions asked, he said that the reason for introducing the bye-law was that under Ordinance 1 of 1845 beggars could be punished for begging in the streets, but there was no provision against begging in the markets. As the result of a recent case, in which a beggar who had been charged with begging in the Central Market, where he had been for a long time, was discharged by the magistrate who found he had no power to deal with the case, it was deemed necessary to introduce this bye-law. As regards how long the practice had been going on, he had seen it since he had been in charge, and Mr. Gibson had seen it since he knew anything about the markets. Women and children were the worst offenders. He was surprised that the Registrar-General had not heard of it before.

The REGISTRAR GENERAL said it was not his business to see them. The matter had not been reported to him.

Mr. LAU CHU PAK suggested that the word "loitering" should be omitted, as it would give rise to trouble in the case of farmers and others from the mainland who went into the market simply to look around.

The PRESIDENT replied that that was not loitering. They did not want to interfere with people who had legitimate business there.

Mr. HEWETT seconded the motion for the approval of the proposed bye-law.

Mr. LAU CHU PAK moved as an amendment that the words "and loitering" be omitted.

Mr. NG HON SZE seconded.

On a vote being taken the amendment was defeated by four votes to three.

A minute by the Colonial Veterinary Surgeon relative to an outbreak of rinderpest at the Kennedy Town Cattle Depot was submitted. He stated that the cattle, 79 in all, came from Kwong Chow Wan. One animal was found to be suffering from rinderpest, and in consequence 28 were slaughtered and four condemned as unfit for food. A later report stated that the premises were clear of the disease.

BURIAL OF INFECTIOUS CORPSES.

The PRESIDENT explained that some little confusion was created when the cemeteries were handed over from the Public Works Department to the Sanitary Department in 1907, and the tenders were split up. Tenders were not called for last year, but he proposed that tenders for the coffin and burial of infectious corpses be called for.

Mr. LAU CHU PAK seconded, and the motion was agreed to.

SHIPPING NOTES.

The Bank Line Steamship Company are adding two additional steamships to their fleet calling at Manila, and in future a regular three-week schedule will be kept up between Manila and Puget Sound. The two freight steamships, *Strathgown* and *Hercules*, formerly owned by the Portland Asiatic Steamship Company, which has lately been absorbed by the Bank Line, will be a big addition for direct transportation to the United States, in carrying out the provisions of the one-bottom clause in the tariff, says the Manila *Cablenews*.

The *Haid Dollar* has been refloated and taken into Muroan.

The Norwegian steamer *Protea*, under charter to the Chinese Engineering and Mining Co., which went ashore in the North Channel some days ago while bound to Shanghai from Chingwangtso laden with coal, has been refloated after several hundred tons of coal had been discharged into lights. She is stated to have suffered no damage.

The silk for New York shipped by *s.s. Onya* was delivered at destination at 4 p.m. on 9th inst., 29 days in transit from Hongkong and 19 days from Yokohama.

THE KING'S BISELEY PRIZE WINNER.

Private Clifford, the winner of the King's and Prince of Wales' Prizes at Biseley, was accorded a tremendous reception on his return to Toronto. He was escorted to the Armories by the local regiments, the route being thronged by great crowds. Clifford was presented with a silver service by the city and with other presents by the Militia.

CANTON.

(FROM OUR OWN CORRESPONDENT.)

September 11th.

A "SMART" DETECTIVE.

A ridiculous incident, causing some commotion at the time, happened yesterday on the Bund. A young quackolosa man carrying something wrapped up in a pocket handkerchief entered an eating-house. He was seen by one of the very smart (?) detectives, with which this place abounds and was at once taken for a revolutionist. The detective called in the aid of a policeman, as he feared his victim would prove violent. On emerging from the eating-house the quackolosa one was at once pounced upon and the handkerchief gingerly opened. It contained six guavas!

ROBBERIES.

The following is a good example of the way in which the officials in the country districts carry out the duties entrusted to them. In the Chung Fa District bandits have been very active of late, and at one village called Lichou many families were robbed of all they possessed. The local mandarin was informed of this and also of the habit of the robbers. He said he was busy at the time, but would search for the thieves on an appointed day. The day came and the official's deputy, seated in a chair, came to the village and called upon the men thereof to assist him in searching for the marauders. They went to the place where the latter usually took refuge, but of course found the place empty. The robbers had been given timely warning of what was about to happen and had taken themselves off.

A REFORMATORY.

A meeting is to be held to-day in the office of the Chamber of Commerce to consider schemes for the opening of a reformatory school and workshop. The Taoists of Police and Industries are in charge of the matter, and they have issued invitations to the public to be present, and suggestions will be welcomed. The number of unemployed in the City just now is said to be very great, and many, owing to their inability to get work, drift into crime. It is a feature of the progress of this country that much attention just now is being given to these reformatory schemes.

THE MACAO QUESTION.

Yesterday an engineer officer was dispatched to Chin Shan, near Macao, to make a detailed survey of the district. It is said that the authorities contemplate the formation of a very strong permanent camp in this locality. Barracks are shortly to be built and a strong fort is to be erected. No mention of an attack on Macao is made, but the authorities only state that the military officials have lately discovered this spot is of high strategic value.

FEUDS.

In the Shen Tak District there has long been a feud between the villagers of Nam Long and Ko Long. Now that there are so many troops in the district the people are afraid to make open war on each other, but secrete themselves behind walls and hedges waiting for their enemies to pass. A day or two ago two persons going to market were thus fatally shot by unseen assailants. Their bodies were afterwards taken to the Yamen of the local mandarin, who is holding an enquiry into the matter.

HOUSE-TAX.

As I reported some time ago, Kwongtung's share of the money to be paid annually to foreign Powers as indemnities has not yet been received by Peking. The high officials of the capital are clamouring for the money, and the Treasurer of this province has reported to them that large sums of money due to the Treasury as inhabited house duty has not yet been paid. Orders have therefore been given to district officers to get in this money without delay. Those officers who are found to be remiss in the process of collection are threatened with punishment.

THE HEAT WAVE AND LABOUR TURMOIL.

It is an interesting coincidence, says the *Lat Pau*, that the labour troubles of no mean magnitude have broken out during an unenvied spell of sunshine. Of course, we are not regarding the strikes as caused by the heat, as the reasons for the prevailing unrest have many of them been obvious for many months. But it is not at all improbable that the heat has played its part in the form which the manifestations have taken. Let us remember that the failure of the white races to colonize certain tropical tracts has been attributed to the excess of light which there prevails, and not to the heat or humidity. The white man in the tropics gradually becomes disinclined to work under the influence of the certain agencies of the sun; he grows neurasthenic, and finally breaks down. The widespread discontent of the labouring classes reached an acute stage during a period of excessive and intense light which promises to break all existing records. Have the forces of the potent sun, consequent upon a long period of chemically active sunshine, altered the energies of the body and mind of the worker, as in the case of the would-be colonizer in the unsuitable tropics? In an admittedly bad state of affairs, has an overdose of sun proved a poison? In other words, should sunshine, like so many good things, be doled out on a psychological basis, lest it poison the individual? When the dark days of winter come we shall yearn again for some of this "poison," knowing, however, full well that then it does even when continuous, is less potent; but it is quite possible that the instinct is a sound one which makes many of us, inhabitants of what should be a temperate zone, almost resent unbroken heat.

THE JAPANESE CUSTOMS.

NEW INVOICE REGULATION.

The Board of Trade announced last month that they are in receipt, through the Foreign Office, of telegraphic information to the effect that from October 1 next the Japanese Customs authorities will require that all invoices for goods exported to Japan shall be signed by the "seller" in the country of production. The term "seller" is to be understood to mean the "last seller" or "supplier," and does not include the London house of an importer. Press copies of invoices will not be accepted by the Japanese authorities.

LOCAL SPORT.

TO-NIGHT'S AQUATIC FETE.

The aquatic fete to be held to-night at the V.R.C. promises to be most successful. In the 100 yards handicap there will be several close finishes. All the handicaps are calculated from T. Logan 62 seconds. The cook-fighting should prove amusing, and the ladies' nomination race, in which the competitors have to swim a length, get out, dress in coat, trousers and hat, dive in and swim back to starting point, will provide considerable amusement. The other events are all worth seeing.

INTERPORT SWIMMING.

Regret will be felt in sporting circles here that the representatives of Shanghai will not be seen in the Colony this year competing for the honours in swimming and diving. Mr. F. Lamert, the Secretary of the V.R.C., has received definite news to this effect.

V.R.C. SPORTS.

The aquatic sports promoted by the V.R.C. take place on September 21st, 22nd, and 23rd. All intending competitors should note that entries close on Thursday next. The programme is as under:

- 1—Half-mile (Championship of the Colony).
- 2—Two Lengths (Army, Navy and Police).
- 3—Four Lengths, Handicap.
- 4—High Dive.
- 5—Two Lengths (Handicap).
- 6—Four Lengths, 100 yards. (Championship of the Colony).
- 7—Team Race, 2 Lengths.
- 8—Hurdle Race, 2 Lengths, Handicap.
- 9—220 yards (Championship of the Colony).
- 10—Boys' Race (under 15 years). Two Lengths, Handicap.
- 11—Diving Race.
- 12—Throwing the Polo Ball.
- 13—Long Plunge.
- 14—Diving for Objects.
- 15—Running Header from Springboard.
- 16—Consolation.
- 17—440 yards (Championship of the Colony).
- 18—Two Lengths (30 years of age and over). Handicap.
- 19—Water Polo.

CRICKET.

KOWLOON C.C.

Kowloon opened its season on Saturday with a match Married versus Single, scores:—

MARRIED.			
T. Choe, b. White	32		
J. P. Mackenzie, b. White	13		
L. E. Brett, c. b. Waterhouse	4		
Major Kirk, c. Cooper, b. Waterhouse	1		
F. Sutton, b. Brown	10		
P. Curran, b. Waterhouse	9		
J. P. Robinson, b. Brown	0		
A. C. Langley, b. Mend	4		
L. Blackburn, c. Wolf, b. White	2		
N. Hailton, not out	1		
J. A. Farman, not out	12		
Extras	12		
Total	89		

Bowling Analysis.			
Wensor	6	1	18
Wolf	5	0	18
Waterhouse	5	0	21

SINGLES.			
J. H. Mead, b. Brett	40		
C. W. Jeffries, c. Choe, b. Curran	12		
W. H. White, c. Langley, b. Blackburn	9		
W. Waterhouse, b. Curran	4		
W. L. Weaver, c. Sutton, b. Robinson	0		
W. T. Elton, c. Sutton, b. Robinson	6		
W. L. Blackburn, b. Robinson	1		
W. W. Cooper, c. MacKenzie, b. Robinson	5		
O. S. Williams, b. Brett	3		
G. H. May, not out	11		
A. O. Bray, not out	0		
Extras	0		
Total	95		

Bowling Analysis.			
W. Curran	5	0	14
L. E. Brett	7	1	40
L. J. Blackburn	3	0	16
J. P. Robinson	5	0	22

SOUTH CHINA COTTON DEPRESSION.

Returns from dealers in Hongkong and ports deriving their stocks from Hongkong indicate that the trade in cotton goods during the first half of 1911 has been the smallest in many years. According to the American Consul-General there the market for practically all grades has been lifeless at all times, and while there was a slight recovery in June there is nothing to indicate that it was more than a temporary reaction in the general downward movement. The general depression has affected American trade in cotton that of other countries for the reason that the rate of the United States in the trade of South China is always small. The high cost of goods explains most of the unfavourable trade during the present season. The depressed value in China's silver, and particularly its copper currency and uncertainty as to the immediate future in trade, have also combined to prevent purchases other than for the immediate present. The report adds that in cotton yarn there is more movement, but no great boom.

MRS. PROUDLOCK IN LONDON.

Mrs. Ethel Proudlock, who was sentenced to death at Kuala Lumpur, Federated Malay States, in a case of shooting a mine manager named Steward, and was subsequently granted a free pardon signed by the Sultan of Selangor, arrived at the Royal Albert Docks last month by the *Hitachi Maru*. Mrs. Proudlock was accompanied by her five-year-old daughter, Dorothy. Looking somewhat pale, Mrs. Proudlock said that under no circumstances whatever would she refer to the terrible experience she had undergone. She stated that she and her child intended to stay in London with a brother-in-law for a time. Her husband, who is headmaster of the Victoria Institution in Kuala Lumpur, expected to leave for home for a short holiday in the course of a few months, and she hoped to be able to return to Kuala Lumpur with him at the termination of his vacation. Shortly after eight o'clock her brother-in-law and a lady visited her on the *Hitachi Maru*, and after partaking of breakfast on board, Mrs. Proudlock left with them for an address in London.—*The Globe*.

THE CALCUTTA DERBY SWEEP.

The *Homeward Mail* states that owing to the undesired publicity which has recently been given to the club sweeps on the Derby and the St. Leger, the stewards of the Calcutta Turf Club have decided that in future tickets will not be issued to anyone not a member, and the club will not register the names of any but members on their books. Applications from broke and well-known firms which have in the past been complied with will in the future be without exception refused.

THE TRADE OF THE PHILIPPINES.

FIGURES SLIGHTLY AGAINST THE ISLANDS.

For the first time since 1904, says the *Cablenews*, the balance of trade in against the islands, finds Collector McCoy in his annual report for the fiscal year. The total imports during the fiscal year 1911 were valued at \$49,818,722, while the total value of exports amounted to \$33,776,622, showing a foreign trade worth \$89,595,351. The difference against the islands, \$10,042,039, is really not so great as at first appears, for the reason that the value of all articles imported free of duty by the Army, Navy, and Government of the Philippines Islands, and for the government-aided railways under Acts Nos. 1510 and 1556, which were excluded from the figures for former years, are included for the fiscal year 1911.

This inclusion became necessary for the reason that a great deal of merchandise which had formerly been imported directly by supply officers of the Army, Navy, and Government of the Philippines Islands, free of duty under the provisions of the tariff law then in force, has, during the last fiscal year, been imported by merchants doing business in the Philippines Islands, from whom the supply officers have made their purchases, and by the further fact that the government-aided railways have during the same time imported merchandise from the United States in large quantities, and declared it on regular free entries, rather than on railway free entries, as was the practice when such importations would, under the tariff law then in force, have been dutiable otherwise.

If, however, we exclude \$4,865,933, the value of these free importations during 1911, so far as it can be ascertained, from the total value of importations during the past fiscal year, the total balance of trade against the islands will be reduced to \$5,174,160. This sum is, however, great enough to wipe out the balance in favour of the islands during the period of American occupation, and leave one against them in the amount of \$1,274,707.

This condition is, however, more apparent than real owing to the fact that large stocks of goods were imported during the fiscal year 1911 and are now in stock awaiting purchasers, which will tend undoubtedly to reduce importations during the coming fiscal year. Exportations have also been somewhat curtailed by reason of the fact that during the fiscal year 1910 large stocks of Philippine products which have been held awaiting the passage of the free trade provisions of the tariff bill, were rushed to the United States market, a goodly portion of which remained unsold at the close of that fiscal year, thus tending to reduce the demand during 1911.

The fact that the value of exportations of domestic products during the past fiscal year was slightly increased over that for 1910, notwithstanding the extreme increase for that year, and is the greatest in any year since the American occupation, even in the face of these conditions, confirms the belief that there is no reason to fear that the balance of trade will continue to remain against the islands.

GERMAN PRESS AND THE ENGLISH STRIKES.

The Berlin correspondent of a London paper telegraphing on the 16th ult. said: "The majority of the German newspapers publish news of the revolutionary outbreak among English workmen without comment, though a few openly blame the leaders of the Liberal Party as being the prime cause of a state of affairs compared with which, they say, the Mosab disturbances were a mere bagatelle."

In order to obtain a majority in Parliament the Liberal leaders, says the *Leipzig Neues Nachrichten*, flattered the masses to such a degree that it is not surprising that they have become impatient and forcibly demand the fulfilment of the promises which were held out to them.

The *Hamburger Nachrichten* says the English Liberals are now reaping what they sowed during the General Election, and are learning to their cost that the instincts of the masses are not flattered with impunity. It is not a question in England now, it says, of an economic struggle between the employees and employers, with the object of obtaining better conditions for the former, but of a fight between the existing State, its rights and its laws, and the Socialist arrogance of power. The only way in which the State can maintain order in such a situation is, it says, to oppose force to force, and it trusts that German statesmen will learn from English experience that the employment of greater energy is the only means of freeing German workmen from the ban of Socialistic terrorism.

EMPIRE MIGRATION.

RAILWAY WORKERS FOR QUEENSLAND.

In the course of the second week in August a final batch of special railway gangers, to complete the total of 1,800 required by the Government of Queensland for the construction of the State's new programme of railways, sailed for Brisbane. A batch of 850 sailed the previous week.

The men, whose ages vary between 20 and 30, are, said a Queensland official, certified by the medical board as being the finest body of men the emigration department has been called to deal with. They are from all parts of the country. At the completion of their special labours they will be given an opportunity of taking up lands at preferential rates. The nature of their work will enable all to save the greater part of their wages, and as the rate of pay will vary from eight to sixteen shillings a day the Government expects to receive many applications for farm holdings in 1913, from those now on their way out, when the main work of construction is completed.

At the present time there are 3,748 miles of railway being worked in Queensland. There are at this moment 476 miles in course of building and 1,902 miles authorised by Parliament, and it is for the purpose of hastening the work that the 1,800 experienced gangers from the Mother Country have been requisitioned. The expenditure involved in the lines will reach close to £10,000,000.

REORGANIZATION OF MANILA STREETS.

The plan for the municipal betterment of Manila with regard to the opening and maintenance of streets, which is being carried out at the instigation of City Engineer Wm. H. Robinson, is a gigantic conception, says the *Cablenews*, and includes for its a part every part of the municipality. Gradually, the city is becoming owner of tract after tract of land necessary in this development, which in the course of time will place Manila on a par with cities of the same population in the United States. The scheme is so large, however, that in view of the lack of finances, matters have to be taken piecemeal, as it were, and when asked how long he thought it would be before the whole of the elaborate idea had been worked out, the engineer smiled as he said, "Oh, perhaps 100 years." However, with the money at his command, backed by the board, he is going ahead as fast as is possible.

ARMY NOTES.

The Voluntary Aid detachments of the British Red Cross Society, consisting of about three dozen women, have been attached to the ambulance section of the London Territorials at Shorncliffe for training.

With a view to ensuring that all Army officers shall be thoroughly conversant with the nature of the punishment of detention and the system under which it is carried out, the Army Council has directed that all officers shall be encouraged frequently to visit such barracks; and, further, that young officers shall be given personal instruction at detention barracks by arrangement with the commandants.

Nearly two hundred members of the House of Commons recently signed a memorial—organised by Major Archer-Shoe, Captain Baring, Mr. Wiles, and Mr. Crook, urging that service in the Army and the Navy shall be allowed to count in the calculation for pensions of ex-soldiers and sailors employed in the Civil Service. Mr. Lloyd George has been asked to receive a deputation on the subject. The memorial states *inter alia*:

"The Committee on employment of ex-soldiers and sailors strongly recommended their claims, and stated that 'if there is not power under the existing law to carry out this recommendation, early steps should be taken to obtain legislative authority to remedy this legitimate grievance.'"

Since the Committee reported, the Army Council have issued orders that the number of soldiers allowed to re-engage for pension was to be reduced to about 10 per cent. This furnishes an additional reason for allowing men who are employed in the Civil Service to count their time while serving with the Colours for pension in the Civil Service. Lord Haldane, in a letter dated December 21st, 1908, said that he was not in a position to overcome the objections put forward by the Treasury, but that he "would have been glad if it had been otherwise."

"If a Civil Servant joins the Police Force, in reckoning the number of years of service to count for pension, four years are counted for every three years that have been served in the Civil Service, and conversely."—*See*, xiv, *Police Act*, 1890.

INTIMATIONS

NOTICE.

TO-DAY (WEDNESDAY), the 13th inst.,

being the PARSEE

NEW YEAR DAY,

Our Store will be

CLOSED at 10 A.M.

Our Customers are

therefore kindly re-

quested to send in their

Orders for that day

U.S. MAIL LINE.

PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	18,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	18,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 16th Dec., at 1 P.M.
KOREA	18,000	FRIDAY, 12th Jan., at 1 P.M.
SIBERIA	18,000	SATURDAY, 27th Jan., at 1 P.M.
MANCHURIA	27,000	

All Steamers are Equipped with Wireless Telegraphy.
The P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIZU, YOKOHAMA and HONOLULU, on SATURDAY, 30th September, at 1 P.M.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.
To European Ports: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Services of the Governments of China and Japan. To United States Points: Commissioners of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consuls General, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

PERSIA 9,000 Tons FRIDAY, 20th Oct., at 1 P.M.
CHINA 10,200 Tons FRIDAY, 17th Nov., at 1 P.M.

The S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 20th Oct., at 1 P.M.

On the Fine MAIL Steamers, CHINA and PERSIA First Class.
SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports £43.
via New York £45.

HONGKONG TO SAN FRANCISCO £25.
Through-Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Company, King's Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

THE BANK LINE, LIMITED.

REGULAR SERVICE FROM HONGKONG TO

VANCOUVER, B.C., SEATTLE & PORTLAND (Or.).

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

Steamers	Tons	Captain	To Sail on or About
KUMERIC	11,000	G. B. McGill	3rd October.
LYCORIC	11,000	J. Mathie	25th October.
HERCULES	7,000	R. Wilhelmsen	10th November.

To be followed by other Steamers of the Company at regular intervals.
Calling at AMOY and KEELUNG if sufficient inducement offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

KING'S BUILDING, PRINCE CENTRAL.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.
FROM HONGKONG: 30th September.
FROM COLOMBO: 17th October.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED, (MANAGING AGENTS).

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Cargo carried on Through Bills of Lading from HONGKONG to RIVER PLATE Ports transshipping to CONFERENCE-WEIR LINE Steamers at CALCUTTA.

PROPOSED SAILINGS.

FROM HONGKONG: Frequent Sailings.
FROM CALCUTTA: End September.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED, (MANAGING AGENTS).

NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

ORIENTAL AND AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" 3,000 tons to be despatched End December.
S.S. "KATANGA" 5,600 tons to follow.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED, (MANAGING AGENTS).

Hongkong, 28th August, 1911.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TJITAROEM	JAVA	First half of Sept.	JAPAN	First half of Sept.
TJIKINI	JAPAN	First half of Sept.	JAVA	Second half of Sept.
TJILATJAP	JAPAN	Second half of Sept.	JAVA	Second half of Sept.
TJIMANOEK	JAVA	Second half of Sept.	JAPAN	Second half of Sept.
TJIBODAS	JAVA	Second half of Sept.	SHANGHAI	Second half of Sept.
TJIMAH	JAVA	Second half of Sept.	JAVA	Second half of Sept.
TJILWONG	JAVA	First half of Oct.	SHANGHAI	First half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on Through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 4th September, 1911.

Telephone No. 375.



PHILIPPINES S.S. CO.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Cebu & Iloilo	On 20th Sept., 4 P.M.
RUBI	4000	R. Crosby	Manila, Cebu & Iloilo	About 17th October.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co.

SWEDISH EAST ASIATIC CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

DESTINATION	STEAMERS	DATE OF SAILING.
COPENHAGEN and BALTI PORTS	"YEDDO"	About 20th Sept.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"CANTON"	About 17th October.

For Freight and Further Particulars, apply to

OLOF WIJK & CO., CHINA AGENCIES, AKTIEBOLAG.

461 YORK BUILDINGS TOP FLOOR.

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS & CO.

Head Office for the Far East—16, DES VOGES ROAD, HONGKONG.
SHANGHAI: 23, FOOSHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
FOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
CHIEF OFFICE: LUDGATE CIRCUS LONDON, E.C.

SHIPPING IN PORT.

STEAMERS	FROM	DATE
CHINSHUA, British str., 1,349, Benson, 10th Sept.—Shanghai 7th Sept., Mails and General—Butterfield & Swire.		
CHIYO MARU, Japanese str., 13,426, W. W. Greene, 5th Sept.—San Francisco 9th Aug., Mails and General—Toyo Kisen Kaisha.		
CHUYEN, Chinese str., 1,228, Wm. Jamieson, 10th Sept.—Shanghai 7th Sept., General—C. M. S. N. Co.		
CHOSHUN MARU, Japanese str., 1,800, K. Sakurai, 10th Sept.—Foolchow via Amoy, and Swatow 9th Sept., General—Osaka Shosen Kaisha.		
FEICHING, Chinese str., 978, Horoll, 7th Sept.—Shanghai 2nd September, General—C. M. S. N. Co.		
GLENFALLOCH, British str., 1,434, J. Mason, 8th Sept.—Singapore 2nd Sept., General—Joo Tek Sang.		
GREYHOUND, British str., 2,961, S. H. Balson, 10th September—Calcutta and Straits 5th Sept., General—David Sassoon & Co.		
HONGKONG, French str., 742, A. Cornelissen, 11th Sept.—Haiphong and Pakhoi 10th Sept., General—A. R. Marty.		
JAPAN, British str., 3,805, A. Stewart, 11th Sept.—Kobe and Moji 7th Sept., General—David Sassoon & Co.		
KORICHAUN, German str., 1,292, C. Rosiesky, 1st September—Bangkok 23rd August, Rice and Timber—Butterfield & Swire.		
KWANG PING, British str., 1,234, Waggett, 11th Sept.—Chinwan 3rd Sept., Coal—Chinese Engineering & Mining Co.		
LAERTES, British str., 1,340, C. E. Page, 7th Sept.—Saigon 3rd Sept., Rice and General—Vo Pat Sing.		
LARGO LAW, British str., 2,341, R. E. Kelleth, 5th September—Guaymas 2nd August, Mails—King Hok Fong.		
LYNAR, British str., 1,352, C. C. Williams, 7th Sept.—Shanghai 4th September, General—Butterfield & Swire.		
LOOSAN, German str., 1,189, W. Taubert, 3rd Sept.—Kobe and Moji 7th Sept., General—David Sassoon & Co.		
MACHREW, German str., 996, R. G. Zollner, 8th Sept.—Bangkok 30th August and Swatow 7th Sept., Rice and Teak—Butterfield & Swire.		
MANSHU MARU, Japanese str., 5,243, M. Fujiyoshi, 5th Sept.—Manila 1st Sept.		
MAIRIE, German str., 1,169, H. Schlaiker, 2nd Sept.—Saigon 30th August, Rice—Jensen & Co.		
MEINART, French str., 4,678, Vidal, 5th Sept.—Shanghai 4th September—Messageries Maritimes.		
MERAPI, British str., 1,480, Uddall, 10th Sept.—Singapore 4th September—Sugar—Kin Tee Lung.		
MEXICO MARU, Japanese str., 3,760, N. Kobayashi, 9th Sept.—Shanghai 6th Sept., General—Osaka Shosen Kaisha.		
MONTAGNE, British str., 6,163, W. Davison, E.N.E., 8th Sept.—Vancouver via Japan and Shanghai 5th Aug., General—Canadian Pacific Railway Co.		
NANCHANG, British str., 1,062, R. Robertson, 8th Sept.—Newchwang 26th Aug., General—Butterfield & Swire.		
NORD, British str., 1,143, E. Jones, 5th Sept.—Foolchow 3rd Sept., Kerosene oil—Asiatic Petroleum & Co.		
OKSANG, British str., 1,737, A. G. Smith, 9th Sept.—Chingwaitea 2nd Sept., Coal—Chinese Engineering & Mining Co.		
SABINE ROCKERS, Dutch str., 373, D. E. Boers, 10th Sept.—Haiphong 8th Sept., Kerosene Oil—Asiatic Petroleum Co.		
SHANSHI, British str., 1,228, Simons, 10th September—Wakamatsu 4th September, Coal—Butterfield & Swire.		
SIGNAL, German str., 907, J. Soersen, 10th Sept.—Hailow 9th Sept., General—Jensen & Co.		
ST. KIAN, French str., 650, E. de Catalano, 10th Sept.—Haiphong 9th Sept., General—Messageries Maritimes.		
SUISAN, British str., 1,776, M. Picknell, 3rd Sept.—Wakamatsu 25th and Moji 26th Aug., Coal—Jardine, Matheson & Co.		
SZECHUEN, British str., 1,142, Jones, 5th Sept.—Hongay 3rd Sept., Coal—Butterfield & Swire.		
TAMCO MARU, Japanese str., 4,627, K. Kawara, 11th Sept.—Shanghai 8th Sept., General—Nippon Yusen Kaisha.		
THIRAPONG, Dutch str., 3,665, P. Zwart, 8th Sept.—Nagassar 1st Sept.—Java-China-Japan Lijn.		
YATSHING, British str., 1,424, E. J. Payne, 6th Sept.—Java 29th August, Sugar—Jardine, Matheson & Co.		
YONHOW, British str., 1,216, W. McIntosh, 7th Sept.—Wakamatsu 29th August, Coal—Mitsui Bussan Kaisha.		

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Sinla* arrived at London on the 10th instant, evening.
The P. & O. S. N. Co.'s str. *Mulla* is expected to arrive at Colombo on the 21st inst., at 5 a.m.

STEAMERS PASSED THE CANAL.

August 1st—*Antiochus*, *Denvenue*, *Duelor*, *Oeylen*. 4th—*Agamemnon*, *Alf*, *Maru*, *Austria*, *Caledonia*, *Dunblane*, *St. Patrick*. 8th—*Suevia*. 11th—*Slavonia*, *Thesus*, *Tranquar*. Delayed through mutilation, *Vandalia*. 15th—*Bayern*, *Benlarig*, *Benlmond*, *China*, *Flintshire*, *Mortose*, *Spezia*, *Suruga*. 18th—*Rendouche*, *Malla*, *Prometheus*, *Pembroke*, *Syria*, *Yarra*.

ARRIVALS AT HOME.

Sept. 8th—*Calchas*, *Denbighshire*, *Menelaus*, *Silvia*, *Yantze*.

IN THE FISHGUARD EXPRESS.

SIR HENRY BLAKE'S EXPERIENCES.

The following letter appears in *The Times* of the 20th ult.:

Sir,—Having just returned from London via Fishguard and Rosslare, and seen "peaceful picketing" in action, an account of the journey may be of interest.

We left London on Thursday by the 8.45 p.m. train. Just before the train started I learned that a general strike had been proclaimed, which it was supposed would take place at 8 a.m. on Friday. We soon, however, became aware that the men had gone out already, or as we were told along each signal-box was guarded by a policeman, and we were informed that at Slough there was some danger of trouble. We passed Slough without any difficulty, but beyond this most of the signal-boxes had been abandoned, demanding extreme caution in the driving. We arrived at Landers at 2 a.m., and had to be stopped by the information that two special trains were held up by the strikers at Llanelli, eleven miles further on. Troops had been asked for, and about 9 a.m. 130 of the Lancashire Regiment arrived from Cardiff and passed on. At about 10 a.m. a telephone message directed our train to proceed, which we did, expecting to find the line clear. But on arriving at Llanelli we were stopped a quarter of a mile from the station and informed that the number of troops sent was insufficient to cope with the mob of railway strikers, tinplate workers out from want of coal, and roughs, who had locked the gates of the level crossings, and occupied the road, forming a cordon of from three to four thousand. The 130 men of the Lancashire Regiment were in the station, just beyond the gates, and outside were a few police, palpably incapable of attempting to deal with the dense crowd. Our train had stopped about a quarter of a mile away, and down the line poured two or three thousand persons, men, women, and children. Round the engine and the guards' van a dense mass of men formed, who entered upon the "peaceful picketing," as the law is interpreted; speeches were made, the engine platform was occupied by a number of persons, and persuasions, oburgations, and the intimidation exercised by a dense antagonistic crowd were continued without let or hindrance until, after two hours of heroic resistance, the driver was induced to leave the engine amid loud cheers, when the fire was properly drawn. All this took place while 130 armed troops were interested in the railway station and about 20 police close by. The police by this time having been reinforced, I was informed that the local magistrate was not inclined to read the Riot Act or to permit the troops to take strong action, but cannot vouch for the truth of the statement. I realize fully the trying position of a local magistrate with possibly large business interests, whose reading of the Riot Act and necessary authority to the military to march might be followed by loss of life, resulting in a country unpopularity that would injure, if not ruin his business, but failing a stipendiary magistrate this is a condition that must be faced by everybody who accepts the Commission of the Peace.

A second engine came up to the rear of the train. Here the proceedings were renewed, the driver and fireman removed, and the fire drawn. For hours the motley crowd promenade along the train. Twice some police came down and moved the crowd out of the railway premises, the crowd moving off at once on being requested to do so.

In the meantime more troops had been called for, and at 6 p.m. 250 men of the Worcester and Devon Regiments arrived. Major Stewart, who was in command, at once proceeded to the town, where he met the strike committee, whom he advised to allow the train to pass quietly, informing them at the same time that he had stringent orders from the War Office to have the passage opened at any cost, and however painful the duty he would comply with his instructions if they forced him into that position. The committee yielded to this threat of force majeure, and after speeches to the crowd of the usual type and dwelling upon their great victory, urgently recommended the opening of the gates as a graceful act and to save life. After a little hesitation this was acceded to, and another driver and fireman having been secured, we passed through about 7 o'clock. It was now dark, and all signal stations abandoned. As we slowly passed by two or three towns the train was greeted with shouts and booing. Stones were thrown at the driver, and at one town a revolver shot was fired. At Carmarthen Junction and again at Whitland attempts were made to induce the driver to come off the engine, happily without success. Ultimately we arrived at Fishguard, having spent 26 hours in the train.

I leave the public to judge who are responsible for this outrageous tyranny. The order for this combined attack upon property, law, and order was conveyed by the Post Office in 3,500 telegrams. I do not know if the Government granted the trade union leaders Press rates. If not, the revenue has benefited by some £70 or £80, but at what a cost? The Government has pointed out that their idea of peaceful picketing is not that adopted by trade unions or their leaders. Has the Government ever ordered a prosecution for such proceedings as those that I have described?

Yours faithfully,
HENRY A. BLAKE.
Myrtle Grove, Youghal, Aug. 19.

GERMAN FOOD REFORMS.

In pointing out to his countrymen, in a Consular report, what might be done in the matter of pushing trade in table cereals in Germany the American Consul at Erfurt says that all but the very inferior meats are expensive everywhere in the Fatherland. In this district (Thuringia), he says, and in other sections similarly remote from rich trucking or market gardening regions, cheap fresh vegetables are seldom to be had, and then of little diversity. Canned vegetables are dearer and much poorer in quality than those generally prepared in America. By reason of these conditions there is a marked lack of variety on the table, not only of the working classes, but also of the majority of families in better circumstances. A daily diet of "heavy foods," like sausage, rye bread, and potatoes, becomes more monotonous to those who had a more varied bill of fare beyond the reach of the family budget, to say nothing of their unavailability as a steady diet for brain workers, clerks, and others whose labour is not mostly physical, as well as for those having weak digestions. Consequently there is a growing demand for lighter and more easily digested foods which are at the same time cheap and nutritious. As this want has not so far been satisfactorily supplied by the German food industries a number of merchants in this district, to whom were submitted samples of popular American prepared cereal foods, expressed the opinion that a large trade could be built up in certain brands if marketed at prices not too high for the ordinary family budget and if introduced to the public by liberal, well-considered advertising, practical "demonstrations," the distribution of samples, &c.

WEATHER REPORT.

On the 12th at 11.30 a.m.—The barometer has fallen moderately on the N.E. coast of China and in S.W. Japan, and is now considerably over E. Japan.

The depression lying over the Yangtze Valley yesterday has moved into the Yellow Sea.

High pressure still covers the Sea of Japan and the Pacific towards the Bonins.

Pressure, which still slightly exceeds the normal, has a tendency to rise away at the stations bordering the China Sea.

Light N.E. and variable winds may be expected over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m., to-day, 0.00 inches.

The forecast for the 24 hours ending at noon to-day is as follows:—

District Forecast.

Hongkong & Neighbourhood
Formosa Channel Variable winds, light or moderate

South coast of China (between Hongkong and Lamook) Same as No. 1.

South coast of China (between Hongkong and Hainan) Same as No. 1.

E. or variable winds, light; fine.

CHINA COAST METEOROLOGICAL REGISTER.

September 12th.—At 8 a.m.

CHINA COAST METEOROLOGICAL REGISTER.							
September 12th.—AT A.M.							
Station.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.	Weather.
					Direction.		
Ylostouk	7 a.	50.1	60	85	NNE	2	o
Namuro	6 a.	29.99	—	—	NW	4	—
Hakodate		50.13	—	—	W	1	—
Tokio		50.12	—	—	NNE	2	—
Kochi		50.03	—	—	—	—	—
Nagasaki		29.93	—	—	ENE	2	—
Kagoshima		50.00	—	—	NNE	2	—
Oshima		29.93	—	—	—	—	—
Naha		29.93	—	—	—	—	—
Ishijima		29.95	—	—	—	—	—
Bonin Is.		50.06	—	—	—	—	—
Chefoo		—	—	—	—	—	—
Wei-hai-wei	9 a.	29.90	71	90	NE	4	cr
Haikow		—	—	—	—	—	—
Kiukiang		—	—	—	—	—	—
Shanghai	9 a.	29.91	77	73	WNW	3	o
Gulzaff		29.98	77	86	NW	4	ov
Sharp Peak		29.90	18	—	S	1	—
Amoy	6 a.	—	—	—	—	—	—
Swatow		29.93	78	86	W	1	b
Taihouku	5 a.	29.95	—	—	S	2	—
Taiichu		29.95	—	—	—	—	—
Tainan		29.95	—	—	—	—	—
Koshun		—	—	—	—	—	—
Pescadores		—	—	—	—	—	—
Canton	9 a.	29.94	84	75	S	2	b
Hongkong	10 a.	29.93	81	80	S	1	e
Viet. Peak		29.91	73	73	SE	2	—
Gap Rock		29.92	—	—	E	1	e
Macao		29.97	84	—	SE	2	—
Wuchow		—	—	—	—	—	—
Hoihow		—	—	—	—	—	—
Pakhoi		—	—	—	—	—	—
Phu Lien	8 a.	29.94	81	—	S	3	e
Tonran		29.92	81	—	SSW	2	—
C. St. James		29.90	77	73	WNW	2	—
Manila	6 a.	29.91	73	73	SE	2	e
Manila	10 a.	29.92	84	77	NW	1	—
Legaspi		29.96	79	—	—	—	—
Bacolod	9 a.	—	—	—	—	—	—
Iloilo		21.89	81	—	NE	2	b
Cebu		29.87	85	—	S	1	e
Lebanan		29.94	83	—	—	—	—

SHIPPING

ARRIVALS.

ALMA, German str., 3,222, Habel, 12th Sept.
 Shanghai 9th Sept. General—Hamburg—
 America Line.
 ASAHU MARU, Japanese str., 1,749, Y. Wakano,
 12th Sept.—Ryofan Str. Sept., Cont—
 Nippon Yusen Kaisha.
 BINGO MARU, Japanese str., 3,875, K. Soyada,
 12th Sept.—Bomby 25th August, General—
 Nippon Yusen Kaisha.
 CHOVAN, British str., 1,424, M. Courtney,
 12th Sept.—Shanghai and Swatow—11th
 Sept. General—Jardine, Matheson & Co.
 MISHIMA MARU, Japanese str., 5,270, A. E.
 Mosses, 12th Sept.—London 5th August,
 General—Nippon Yusen Kaisha.
 TELEMACHUS, British str., 4,801, J. H. Good-
 win, 11th September—Liverpool 5th Aug.
 General—Butterfield & Swire.
 WUHU, British str., 1,246, H. J. Howard, 12th
 Sept.—Hongay 10th Sept., Coal—Butter-
 field & Swire.
 YUENANG, British str., 1,128, P. H. Rolfe,
 12th Sept.—Mantua 9th September—
 General—Jardine, Matheson & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 12th September.
 Choochin Maru, Japanese str., for Swatow.
 Choochin, British str., for Canton.
 Kwang Ping, British str., for Canton.
 Onang, British str., for Canton.
 Shima, British str., for Canton.
 Tongo Maru, Japanese str., for Singapore.
 Yaching, British str., for Singapore.

DEPARTURES.

ALDENHAM, British str., for Yokohama.
 HAIYANG, British str., for Swatow.
 HALVARD, Norwegian str., for Hoihow.
 INABA MARU, Japanese str., for Shanghai.
 JOHANN, German str., for Hoihow.
 KAITONO, British str., for Manila.
 KWANGLER, Chinese str., for Shanghai.
 KWONGKONG, British str., for Shanghai.
 POLYNESIAN, French str., for Europe, &c.
 SINGAN, British str., for Hoihow.
 SHOSHU MARU, Japanese str., for Swatow.
 TELEMACHUS, British str., for Shanghai.

PASSENGERS.

ARRIVED.
 For Choochin, from Shanghai, &c., Mr. J. C.
 Ramsey, Mr. G. R. Gregg, Mrs. Wallf, Misses
 Marjorie (2).
 For Yuenang, from Manila, Messrs J. C.
 Herman, P. Beiman, F. J. Allen, B. S. Ysail,
 J. L. Smith, D. P. Shields, G. L. Thompson,
 R. Enrico, F. E. Schuyler, G. Stigle, R. D.
 Deacon, Mr. and Mrs. F. Moss and 3 children.
 For Mishima Maru, from London, &c., for
 Hongkong, Miss H. Gulland, Miss F. K. Kuan,
 Mr. L. H. Hill, Mr. R. Johnson, Mr. V. C. Puri
 and Miss C. S. Swan; for Manila, Miss K.
 Murray, Mrs. Deacon, and Mr. W. E. Riley;
 for Kobe, Mr. K. Kadota, Mr. Y. Masuda,
 Mr. Yung Prudiyang, Mr. N. Krasir and Mr. K. Ko-
 shi, &c.; for Yokohama, Mr. and Mrs. R. S.
 Bagdasarian, Mrs. C. A. Combe and child, Mr. P.
 H. Green, Mr. P. H. Curtis, Mr. G. Yakata, Mr.
 Y. Nasa, Mr. C. Kawamura, Mr. G. Asakura,
 Mrs. N. Kato, Mr. Y. C. Bloomfield and Mr. H.
 Bloomfield.
 DEPARTED.
 For Huihow, for Swatow, Mrs. Mason.
 For Huihow, for Swatow, Mr. Arching, Mr.
 Kow and Dr. Holsen; for Amoy, Dr. Sano;
 for Foochow, Messrs G. Balloch, C. Evans and
 Munton.
 For Inaba Maru, for Seattle, &c., Mr. and
 Mrs. H. W. Knight and 2 children, Mr. M.
 Ordones, Mr. S. Joo Chug and servant, Mr. M.
 M. Reiner, Capt. Dez. Masters Dixon (2), Miss
 Dixon, Mr. A. Morley, Mr. G. Bruchmann, Mr.
 H. Reeves, Mr. K. Takouchi, Mrs. M. B. Lewis,
 Miss Lavinia McLean, Mrs. J. R. Redbell, Mrs.
 Hayashida, Messrs V. W. Treadale, J. Nakajima,
 Tanaka, Y. Nagata and Lerrigo.
 TO DEPART.
 For Tongo Maru, for London, &c., Miss
 Stokes, Mr. T. Hayashi, Mr. and Mrs. L. Tynd,
 3 children and maid, Mr. and Mrs. F. White-
 field, Miss Whitefield, Mr. C. Garner, Mr. and
 Mrs. Bell, Miss M. Crocker, Mr. K. Ito, Mr. J.
 Mundal, Mr. R. Baker, Mr. T. Suruga, Mr. Sho,
 Mr. Fuchigami, Mr. and Mrs. L. Simpson, Mr.
 and Mrs. W. Forrest and 2 children, Mrs. P.
 Zell and child, Mrs. M. Abe, Mrs. S. Yano, Mr.
 Y. Yokota, Messrs T. Matsuzaki, R. Nakajima,
 H. Hartley, R. Enrico, A. J. Burdett, T. Murakami,
 S. Aochi, U. Sakai, Miyaguchi, Souji-
 kuma, Mrs. Iwata, Miss Kanae, Mrs. T. Yamakawa
 and Mr. F. K. Morau.

VESSELS ON THE BERTH

AUSTRIAN LLOYD'S STEAM NAVI-
 GATION COMPANY.
 STEAM FOR
 FIUME AND TRIESTE (DIRECT).
 Calling at SINGAPORE, PENANG,
 CALCUTTA, COLOMBO, ADEN,
 SUHLE and PORT SAID.
 (Taking Cargo at through rates to the PERSIAN
 GULF, RED SEA, BLACK SEA,
 LEVANT, VENICE and
 ADRATIC PORTS).

THE Company's Steamship
 "VORVAERTS."
 Capt. Dannecker, will be dispatched on above on
 WEDNESDAY, 27th Sept.
 This Steamer has capital accommodation for
 passengers, electric light and carries a doctor.
 For information as to Passage and Freight
 apply to
 SANDER, WIELER & Co.,
 Agents,
 Prince's Buildings,
 Hongkong, 28th August, 1911. [3]

"GLEN" LINE OF STEAMERS.
 FOR LONDON, HAMBURG AND
 ANTWERP.
 THE Steamship
 "GLENTORETT"
 Will be dispatched for the above Ports
 on or about 30th inst.
 For Freight, or Passage, apply to
 SHEWAN, TOMES & Co.,
 Agents,
 Hongkong, 11th September, 1911. [142]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.W." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's

2. From Harbour Master's to Blake Pier

3. From Blake Pier to Naval Yard

4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG.	BERTH.	CAPTAIN.	FOR FREIGHT APPLY TO.	TO BE DESPATCHED.
LONDON, &c. VIA PORTS OF CALL.	DELTA ...	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	On 16th inst. at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SARDINIA ...	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	About 20th inst.
LONDON, HAMBURG & ANTWERP.	GLENTORETT ...	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 30th inst.
ROTTERDAM & HAMBURG VIA STRAITS, &c.	FURST BULOW ...	Ger. str.	k. w.	Jäger ...	HAMBURG-AMERICA LINE	On 7th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALBIS ...	Ger. str.	k. w.	Habel ...	HAMBURG-AMERICA LINE	To-morrow.
HAVRE, ROTTERDAM & HAMBURG, &c.	PREUSS ...	Ger. str.	k. w.	Dahle ...	HAMBURG-AMERICA LINE	On 19th inst.
HAVRE, BREMEN & HAMBURG, &c.	RHEINFLA ...	Ger. str.	k. w.	Weyhausen ...	HAMBURG-AMERICA LINE	On 23rd Sept.
HAVRE & HAMBURG VIA STRAITS, &c.	SURVIA ...	Ger. str.	k. w.	Rassau ...	HAMBURG-AMERICA LINE	On 13th Oct.
HAVRE, BREMEN & HAMBURG, &c.	SENEGAMBIA ...	Ger. str.	k. w.	Eckhorn ...	HAMBURG-AMERICA LINE	On 25th Oct.
COPENHAGEN & BALTIC PORTS.	YENID ...	Swed. str.	—	—	—	—
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KAMO MARU ...	Jap. str.	—	Sommer ...	NIPPON YUSEN KAISHA	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AKI MARU ...	Jap. str.	—	K. Homma ...	NIPPON YUSEN KAISHA	On 27th inst. at D'light
TRIESTE, &c. VIA SINGAPORE, &c.	VORWAERTS ...	Aus. str.	—	R. Dannecker ...	SANDER, WIELER & Co.	On 11th Oct. at D'light
BOSTON & NEW YORK.	ROBERIC ...	Am. str.	—	H. Fornies ...	ARNHOLD, KARBURG & Co.	On 15th inst.
NAPLES, GENOA, ALGIERS, GIBRALTAR & SOUTHAMPTON.	BUELOW ...	Ger. str.	—	—	MELCHERS & Co.	On 20th inst. at Noon.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	MEXICO MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 16th inst. at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	PRINZ SIGISMUND ...	Aust. str.	—	—	OSAKA SHOSHEN KAISHA	On 20th Oct. at 11 A.M.
VICTORIA, B.C. & TACOMA VIA KEELUNG, &c.	TAMBA MARU ...	Jap. str.	—	K. Noda ...	NIPPON YUSEN KAISHA	On 10th Oct. at 11 A.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN ...	Brit. str.	1 m.	G. B. McGill ...	CANADIAN PACIFIC R. Co.	On 23rd inst. at Noon.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	KUMERIC ...	Brit. str.	—	W. Davison ...	THE BANK LINE, LIMITED	On 3rd Oct.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAGLE ...	Brit. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 14th Oct. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MONGOLIA ...	Aus. str.	—	W. W. Greene ...	PACIFIC MAIL S.S. Co.	On 30th inst. at 1 P.M.
SAN FRANCISCO VIA KEELUNG, SHANGHAI & JAPAN, &c.	CHITO MARU ...	Jap. str.	—	—	PACIFIC MAIL S.S. Co.	On 20th Oct. at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	PERIA ...	Brit. str.	—	M. Yagi ...	NIPPON YUSEN KAISHA	On 29th inst. at 1 P.M.
AUSTRALIAN PORTS VIA MANILA.	NIRKO MARU ...	Jap. str.	—	E. Finlayson ...	NIPPON YUSEN KAISHA	On 29th inst. at Noon.
AUSTRALIAN PORTS VIA MANILA.	KANGAROO ...	Brit. str.	1 m.	F. Branning ...	BUTTERFIELD & SWIRE	On 7th Oct. at D'light
AUSTRALIAN PORTS VIA MANILA.	MISHIMA MARU ...	Jap. str.	—	A. E. Mosses ...	MELCHERS & Co.	To-day, at 4 P.M.
KOBE & YOKOHAMA.	PRINZ SIGISMUND ...	Ger. str.	—	—	—	—
KOBE & YOKOHAMA.	KUTAN MARU ...	Jap. str.	—	M. Winkler ...	MELCHERS & Co.	About 19th inst.
NAGASAKI, KOBE & YOKOHAMA.	TUTAROM ...	Dut. str.	—	W. Zwart ...	NIPPON YUSEN KAISHA	On 27th inst. at Noon.
JAPAN.	BUYO MARU ...	Jap. str.	—	—	JAPA-CHINA-JAPAN LINE	Quick despatch
MEXICAN, PERUVIAN & CHILEAN & JAPAN.	HUICHOW ...	Brit. str.	1 m.	Hooker ...	BUTTERFIELD & SWIRE	On 14th Oct. at Noon.
WHAIRAI, CHEFOO & THIENTSIN.	NANCHANG ...	Brit. str.	1 m.	R. Robertson ...	BUTTERFIELD & SWIRE	On 19th inst. at 4 P.M.
AMOI, TSINGTAU, CHEFOO & NEWCHANG.	BINGO MARU ...	Jap. str.	—	K. Soyada ...	NIPPON YUSEN KAISHA	To-morrow, at Daylight
SHANGHAI MOJI & KOBE.	ASSAYE ...	Brit. str.	—	G. W. Cookman, R.N.R.	P. & O. S. N. Co.	On 15th inst. at 5 P.M.
SHANGHAI.	CHINCHA ...	Brit. str.	1 m.	Benson ...	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI YOKOHAMA & KOBE.	CHOKSANG ...	Aus. str.	—	Raichio ...	SANDER, WIELER & Co.	On 16th inst. at 5 P.M.
SHANGHAI.	GREGORY ARCAN ...	Brit. str.	—	M. Courtney ...	JARDINE, MATHESON & Co., Ltd.	On 16th inst. at Noon
SHANGHAI, KOBE & YOKOHAMA.	ANHUI ...	Brit. str.	—	S. H. Beeson ...	DAVID SASSOON & Co., Ltd.	On 15th inst. at Noon
SHANGHAI, TSINGTAU, KOBE & YOKOHAMA.	SENEGAMBIA ...	Ger. str.	k. w.	H. Harris ...	BUTTERFIELD & SWIRE	On 16th inst. at M'night
SHANGHAI.	DERFFLINGER ...	Ger. str.	—	G. Meiners ...	HAMBURG-AMERICA LINE	On 20th inst.
SHANGHAI, MOJI, KOBE & YOKOHAMA.	CHENAN ...	Brit. str.	1 m.	Wm. Lloyd Jones ...	MELCHERS & Co.	About 20th inst.
SHANGHAI.	SUMATRA ...	Brit. str.	—	W. R. Le Mar ...	BUTTERFIELD & SWIRE	On 21st inst. at 4 P.M.
SHANGHAI, KOBE & MOJI.	LINAN ...	Brit. str.	1 m.	C. C. Williams ...	BUTTERFIELD & SWIRE	On 23rd inst. at M'night
SHANGHAI, KOBE & MOJI.	KUTANG ...	Brit. str.	—	Bradley ...	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon
SHANGHAI, MOJI, KOBE & YOKOHAMA.	CANDIA ...	Brit. str.	—	W. R. Hickey ...	P. & O. S. N. Co.	About 28th inst.
SHANGHAI YOKOHAMA, KOBE & MOJI.	CANTON ...	Swed. str.	—	—	OLDF WILK & Co., Ltd.	About 17th Oct.
SHANGHAI.	DEIRI ...	Brit. str.	—	H. S. Bradshaw ...	P. & O. S. N. Co.	About 17th October.
SHANGHAI.	TIPIAN ...	Dut. str.	—	J. B. v. Damme, Jelab ...	JAPA-CHINA-JAPAN LINE	Quick despatch
TAMSAU VIA SWATOW & AMOI.	DAIJIN MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 27th inst. at 10 A.M.
FOOCHOW VIA SWATOW & AMOI.	CHOSHUN MARU ...	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-day, at 10 A.M.
SWATOW, AMOI & FOOCHOW.	HAIYANG ...	Brit. str.	2 h.	W. Evans ...	DOUGLAS LARPAIK & Co.	On 15th inst. at 1 P.M.
SWATOW, AMOI & FOOCHOW.	HAITAN ...	Brit. str.	—	J. S. Roach ...	DOUGLAS LARPAIK & Co.	On 16th inst. at 2 P.M.
MANILA.	YUENSANG ...	Brit. str.	—	P. H. Rolfe ...	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at 4 P.M.
MANILA, CEBU & ILOILO.	TAMING ...	Brit. str.	1 m.	P. P. Pannofathor ...	BUTTERFIELD & SWIRE	On 20th inst. at 4 P.M.
MANILA, CEBU & ILOILO.	ZAFIRO ...	Am. str.	—	M. C. Smith ...	SHEWAN, TOMES & Co.	On 23rd inst. at 2 P.M.
MANILA.	LOONGSANG ...	Brit. str.	—	Tosak ...	JARDINE, MATHESON & Co., Ltd.	On 19th inst.
BOMBAY VIA SINGAPORE & COLOMBO.	CEYLON MARU ...	Jap. str.	—	Tozawa ...	NIPPON YUSEN KAISHA	Quick despatch
BATAVIA, CHERIBON, SAMARANG, &c.	TIKIRI ...	Dut. str.	—	H. Koops ...	JAPA-CHINA-JAPAN LINE	Quick despatch
SINGAPORE, SAMARANG & SOERABAYA.	KASHING ...	Brit. str.	—	S. J. Payne ...	JARDINE, MATHESON & Co., Ltd.	To-day, at Noon
SINGAPORE, PENANG & CALCUTTA.	JAPAN ...	Brit. str.	—	A. Stewart ...	DAVID SASSOON & Co., Ltd.	On 15th inst. at 3 P.M.
SINGAPORE, PENANG & CALCUTTA.	NAMSANG ...	Brit. str.	—	G. M. B. Lake ...	JARDINE, MATHESON & Co., Ltd.	On 26th inst. at Noon
SANDAKAN.	MAUSANG ...	Brit. str.	—	W. G. ...	JARDINE, MATHESON & Co., Ltd.	On 19th inst. at Noon
KUDAT & SANDAKAN.	BOENSU ...	Ger. str.	—	F. Sembill ...	MELCHERS & Co.	Middle of Sept.
KWANG CHOW WANG & HAIPHONG.	ST-KIANG ...	Freestr.	—	E. de Catalano ...	MESSAGERIES MARITIMES	To-day, at 9 A.M.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND BREMEN ...	"BUELOW," Capt. H. FORMES.	16,900	Wed'ay, 20th Sept., at Noon.
SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA ...	"DERFFLINGER," Capt. G. MEINERS.	17,000	About 20th Sept.
MANILA, YAP, MARON, SAMARANG, BATAVIA, CHERIBON, SOERABAYA, SINGAPORE, PENANG & CALCUTTA, SYDNEY AND MELBOURNE ...	"PRINZ SIGISMUND," Capt. F. BRUNING.	6,000	Saturday, 7th Oct., D'light.
KOBE AND YOKOHAMA ...	"PRINZ SIGISMUND," Capt. F. BRUNING.	6,000	About 19th Sept.
KUDAT and SANDAKAN ...	"BORNEO," Capt. F. SEMBILL.	5,000	Middle of Sept.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
 New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD,
 MELCHERS & Co.,
 GENERAL AGENTS HONGKONG AND CHINA.
 Hongkong, 11th September, 1911.

PASSENGER SEASON 1912.

NORDDEUTSCHER LLOYD, BREMEN TO EUROPE BY THE MAGNIFICENT FAST LINERS.

STEAMSHIP	DISPLACEMENT.	ON
"GOEBEN," Capt. A. AHLBOEN.	17,000 tons	ON FEBRUARY 6TH.
"DERFFLINGER," Capt. F. PROESCH.	17,800	ON FEBRUARY 21ST.
"PRINZ EITEL FRIEDRICH," Capt. E. MALCHOW.	16,000	ON MARCH 5TH.
"YORCK," Capt. J. RANDELMANN.	17,000	ON MARCH 20TH.
"PRINZESS ALICE," Capt. P. GROSCH.	20,300	ON APRIL 2ND.
"LUETZOW," Capt. J. BORTFELD.	17,300	ON APRIL 17TH.
"KLEIST," Capt. L. MAASS.	17,000	ON APRIL 30TH.

THESE STEAMERS WILL CALL AT MANILA DIRECT ON THE VOYAGE FROM HERE TO SINGAPORE.
 CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS.
 All the Steamers of the European Line are fitted with Wireless Telegraphy.
 (System Telefunken.)
 EARLY BOOKING RECOMMENDED.
 For Further Particulars, apply to

MELCHERS & Co., GENERAL AGENTS.
 Hongkong, 1st September, 1911. [1087]

VESSELS ON THE BERTH

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"GREGORY AFCAE."
 Captain S. H. Belson, will be despatched for the above Ports on FRIDAY, the 15th inst., at Noon.
 The Steamer has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.
 Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 11th September, 1911. [1139]

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading to Bangkok, Madras and Mauritius.)

THE Steamship

"JAPAN."
 Captain A. Stewart, will be despatched for the above Ports on FRIDAY, the 15th inst., at 3 P.M.
 For Freight or Passage, apply to
 DAVID SASSOON & Co., Ltd.,
 Agents,
 Hongkong, 11th September, 1911. [1140]

THE AMERICAN AND ORIENTAL LINE.

FOR BOSTON AND NEW YORK.
 (With Liberty to Call at the Malabar Coast)

THE Steamship

"ROBERIC,"
 Will be despatched for the above Ports on FRIDAY, the 15th September.
 For Freight and Passage, apply to
 ARNHOLD, KARBURG & Co.,
 General Agents,
 Hongkong, 22nd August, 1911. [1059]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DELTA,"
 Captain E. P. Martin, R.N.R. carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th Sept., 1911, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOOLTAN," 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.
 Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "DELTA," due in London on the 28th Oct., 1911.
 Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 4th September, 1911. [1]

Silk and Valuables, all Cargo for France, Tea and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "DELTA," due in London on the 28th Oct., 1911.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 4th September, 1911. [1]

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For further particulars, apply to
 E. A. HEWETT,
 Superintendent,
 Hongkong, 4th September, 1911

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	ARRIVALS
SHANGHAI	ASSAYE Capt. G. W. Cookman, R.N.R.	7 A.M. 14th Sept.	Freight and Passage.
	DELHI Capt. H. S. Bradshaw	About 28th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	DELTA Capt. E. P. Martin, R.N.R.	Noon 16th Sept.	See Special Advertisement
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	SARDINIA Capt. C. C. Talbot, R.N.R.	About 20th Sept.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	SUMATRA Capt. W. R. Le Mare, R.N.R.	About 21st Sept.	Freight and Passage.
	CANDIA Capt. W. R. Hokey	About 28th Sept.	Freight only.

For Further Particulars apply to
E. A. HEWETT,
Superintendent.

Hongkong, 12th September, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
AMOY, TIENTSIN, CHEFOO and NEWCHANG	"NANCHANG"	On 14th Sept. Daylight.
SHANGHAI	"CHINHUA"	On 14th Sept. 4 P.M.
SHANGHAI	"ANHUI"	On 16th Sept. 11 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"HUICHOW"	On 19th Sept. 4 P.M.
MANILA, CEBU and ILOILO	"TAMING"	On 19th Sept. 4 P.M.
SHANGHAI	"CHENAN"	On 21st Sept. 4 P.M.
SHANGHAI	"LINAN"	On 23rd Sept. 11 P.M.
MANILA, ZAMBANG, CEBU, DAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHANGSHA"	On 29th Sept. 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUL"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light, throughout and Electric Fans in the State-rooms. A daily qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING". Saloon accommodation Ample, Electric Fans fitted, Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI", "CHENAN", "CHINHUA" and "LINAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to—
BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 13th September, 1911.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIPS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. W. Evans	FRIDAY, 15th Sept. at 1 P.M.
"HAIYAN"	Capt. J. S. Roach	THURSDAY, 21st Sept. at 1 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th September, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

FOR	STEAMERS	TO SAIL
SINGAPORE, SAMARANG and SOERABAYA	"YATSHING"	Wed day, 13th Sept., Noon.
SHANGHAI	"CHOYSANG"	Saturday, 16th Sept., Noon.
MANILA	"YUENSANG"	Saturday, 16th Sept., 2 P.M.
SANDAKAN	"MAUSANG"	Tuesday, 19th Sept., Noon.
MANILA	"LOONGSANG"	Saturday, 23rd Sept., 2 P.M.
SHANGHAI, KOBE & MOJI	"KUTSANG"	Tuesday, 26th Sept., Noon.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Tuesday, 26th Sept., Noon.

RETURN TOURS TO JAPAN,

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moit to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yagatze Ports, Tsingtan, Weihaiwei, Chefoo Tientsin & Newchwang.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to—
JARDINE, MATTHESON & Co., Ltd.,
GENERAL MANAGERS.

Hongkong, 13th September, 1911.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,
via STRAITS and COLOMBO.

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

HOMEWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA:		
S.S. SENEGAMBIA	...	20th Sept.
S.S. BAYERN	...	6th Oct.
S.S. ARGADIA	...	16th Oct.
S.S. SLAVONIA	...	3rd Nov.
S.S. SCANDIA	...	16th Nov.
S.S. SPEZIA	...	2nd Dec.
FOR HAVRE & HAMBURG:		
S.S. ALESIA	...	14th Sept.
FOR HAVRE, ROTTERDAM & HAMBURG:		
S.S. PREUSSEN	...	19th Sept.
FOR HAVRE, BREMEN & HAMBURG:		
S.S. RHEINFELS	...	29th Sept.
FOR ROTTERDAM & HAMBURG:		
S.S. FUEST BULOW	...	7th Oct.
FOR HAVRE & HAMBURG:		
S.S. SUEVIA	...	13th Oct.
FOR HAVRE, BREMEN & HAMBURG:		
S.S. SENEGAMBIA	...	25th Oct.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 9th September, 1911.

TOYO KISEN KAISHA

IMPERIAL JAPANESE TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION)

STEAMER	TONS	CAPTAIN	DATE OF SAILING.
CHIYO MARU	21,000	W. W. Greene	FRIDAY, 15th Sept. at Noon.
NIENPO MARU	11,000	A. G. Stevens	FRIDAY, 6th Oct. at Noon.
TENYO MARU	21,000	E. Bent	FRIDAY, 13th Oct. at Noon.
SHINYO MARU	21,000	H. S. Smith	FRIDAY, 3rd Nov. at Noon.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office.

THE Triple Screw Steamer "CHIYO MARU" will be despatched for SAN FRANCISCO via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, CHI, YOKOHAMA and HONOLULU, on FRIDAY, 15th September, at Noon.

SOUTH AMERICAN LINE.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION):

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	SATURDAY, 14th October, at Noon.
HONGKONG MARU	11,000	WEDNESDAY, 13th December, at Noon.
KIYO MARU	17,500	TUESDAY, 18th February, at Noon.

THE Steamer "BUYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILEAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, 14th October, at Noon.

FARES FROM HONGKONG:

To LONDON	£71.10.0
To VALPARAISO	Yen 570.00.

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—
TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Service located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A. Consular Officials stationed at Ports of Call. TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU", "CHIYO MARU" and "SHINYO MARU" are fitted with Turbine Engines and Triple Screw. Record Speed 21 1/2 knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to
K. MATSUDA, AGENT,
King's Building (Opposite Blake Pier).

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EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES. AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1ST AND 2ND CLASSES) will leave Hongkong for

KWANG CHOW WANG and HAIPHONG,

on WEDNESDAY, the 13th Sept., 1911, at 9 A.M.

For Passage and Freight apply to

P. THOMAS, M.M. Co.'s AGENT.

2

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVING.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CHICAGO MARU"	6,182	TUESDAY, 3rd Oct., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 16th Sept., at 11 A.M.
	"CANADA MARU"	6,064	TUESDAY, 17th Oct., at 11 A.M.

* The ss. "Canada Maru" will not call at Keelung.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for storage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVING.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WEDNESDAY, 13th Sept., at 10 A.M.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 17th Sept., at 10 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROE,
MANAGER

772-778]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON, 1912.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &C.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)		
Steamer	Tons	1 P.M. SATURDAY	Steamer	Tons	SATURDAY	FRIDAY
ASSAYE	7500	February 5	MANTUA.....	11000	March 2	March 8
HIMALAYA	7000	February 17	MACEDONIA	10500	March 16	March 22
DELHI	8000	March 2	MOREA	11000	March 30	April 5
INDIA	8000	March 16	Through Steamer		April 13	April 19
DEVANHA	8000	March 30	MOLDAVIA.....	11000	April 27	May 3
DELTA	8000	April 13	MALJOJA	12500	May 11	May 17
ASSAYE	7500	April 27	MONGOLIA.....	10000	May 25	May 31
DELHI	8000	May 11	MALWA	11000	June 8	June 14

Passengers change Steamers at COLOMBO, with exception of ss. "INDIA" and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £105.14 RETURN.

2nd £48.8 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

	Tonnage	about	
NYANZA	7000	February 7	March 22
NILE	7000	March 6	April 19
NUBIA	6000	April 3	May 17
SUMATRA	5000	April 17	May 31
NAMUR	7000	May 1	June 14
PALAWAN	5000	May 15	June 29
BORNEO	5000	May 29	July 13
SYRIA	7000	June 12	July 27
NORE	7000	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st SALOON £55.0 SINGLE £82.10 RETURN.

2nd £38.10 £57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG COLOMBO, SUEZ and PORT SAID	KAMO MARU Capt. F. L. Sommer, 9,000. AKI MARU Capt. K. Homma, 7,000.		{ WEDNESDAY, 27th Sept., at Daylight. { WEDNESDAY, 11th Oct., at Daylight.
VICTORIA, P.C. & SEATTLE	SADO MARU Capt. J. Richard, 7,000.		{ SATURDAY, 7th Oct., from Hong
VICTORIA, P.C. and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	STAMBA MARU Capt. K. Noda, 7,000. ISAWA MARU Capt. Izawa, 7,000.		{ TUESDAY, 10th Oct., at Noon. { TUESDAY, 7th Nov., at Noon.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	NIKKO MARU Capt. M. Yagi, 5,000. KUMANO MARU Capt. M. Winkler, 7,000.		{ FRIDAY, 29th Sept., at Noon. { FRIDAY, 27th Oct., at Noon.
SHANGHAI, MOJI and KOBE	BINGO MARU Capt. K. Soyada, 7,000.		{ WEDNESDAY, 13th Sept.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU Capt. M. Winkler, 6,000. MISHIMA MARU Capt. A. E. Moses, 9,000.		{ WEDNESDAY, 27th Sept., at Noon. { WEDNESDAY, 13th Sept., at 4 P.M.
BOMBAY via SINGAPORE, and COLOMBO.	CEYLON MARU Capt. Tozawa, 6,000.		{ TUESDAY, 19th Sept.

Omitting Keelung and Shimizu. * Carries Deck Passengers. † Cargo only.

NEW LINE OF STEAMERS

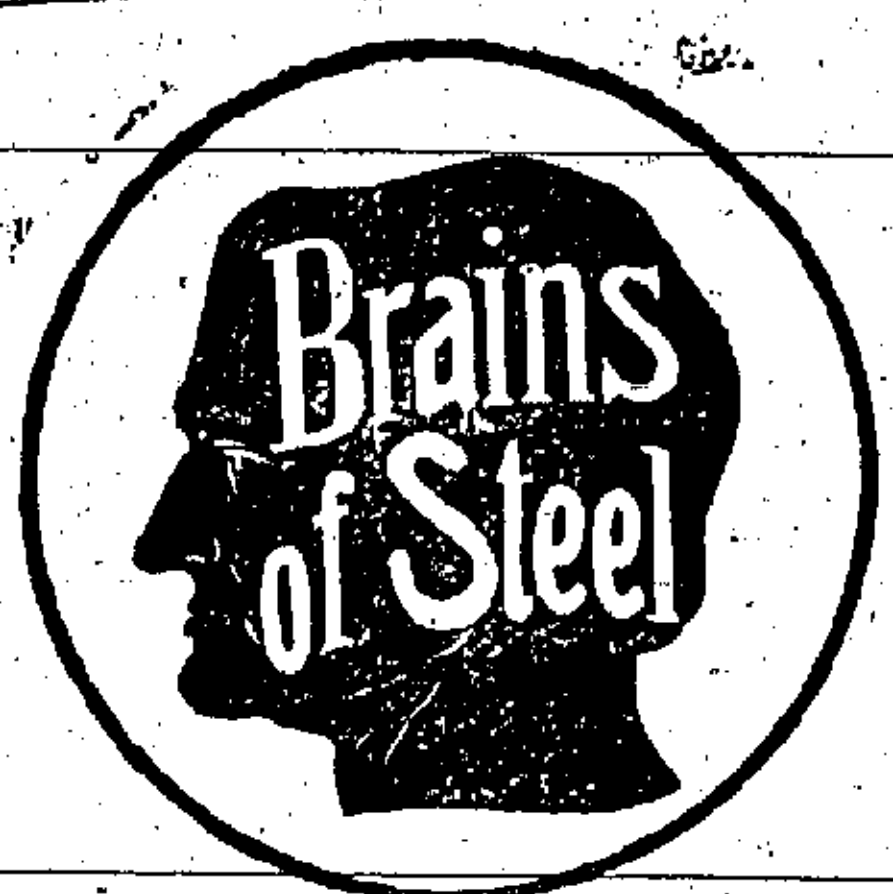
BETWEEN

KOBE AND CALCUTTA.

Regular Service (once in every 18 days)

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The First Steamer to sail from Hongkong:—



"BRUNSVIGA"

THE CALCULATING MACHINE

Does all Calculating for you.
GRIMME, NATALIS & Co.,
 BRAUNSCHWEIG.
 Will be sent to your Office for inspection if
 you will kindly apply to
 Sole Representative for Hongkong and China

HUGO C. A. FROMM,
 HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
 Hongkong, 8th September, 1911.

Kios-Cigarettes

First class
 in quality and packing

Türk. Tabak & Cigaretten-Fabrik, "Kios" o. E. Robert Böhm, Dresden.

Hongkong, 8th September, 1911.

HOEHL

Extra
 Dry.

Goût—American.

Obtainable in Small Cases of
 12 Pints, at \$19.00 Per Case.

For Orders please Write or Telephone to—

HUGO C. A. FROMM,
 HONGKONG 4, QUEEN'S BUILDINGS, TEL. No. 960.
 Hongkong, 8th September, 1911.

POST OFFICE NOTICE

Only fully prepaid letters and post cards are transmissible by the SIBERIAN
 Route to EUROPE.

The attention of the public is drawn to page 10, para 20, of the Hongkong Postal Guide for
 1911. Stamps intended for postage purposes may be perforated but not obliterated.

The *Asaya*, with the English Mail, left Singapore on Friday, the 8th inst., at 6.00 p.m., and
 may be expected here to-day, at 2.00 p.m. This packet brings the parcel mails closed in
 London for despatch by the all sea route on the 10th August, and for despatch overland on the
 17th August.

The *Empress of Japan*, with the Canadian Mail, left Shanghai on Monday, the 11th inst.
 at 9 p.m., and may be expected here to-morrow, at 9 a.m.

FOR	PER	DATE
Fort Bayard and Haiphong	Sikang	Wednesday, 13th, 8.00 A.M.
Swatow, Amoy and Foochow	hoshun Maru	Wednesday, 13th, 9.00 A.M.
Shanghai and Kobe	Bingo Maru	Wednesday, 13th, 10.00 A.M.
Singapore, Samarang and Sourabaya	Yokohama	Wednesday, 13th, 11.00 A.M.
Macao	Sui Tai	Wednesday, 13th, 1.15 P.M.
Kobe and Yokohama	Makina Maru	Wednesday, 13th, 3.00 P.M.
Amoy, Tsingtau, Chefoo, and Newchwang	Nanchang	Wednesday, 13th, 3.00 P.M.
Meiji, Manzanillo and Guaymas (Mexico)	Largo Law	Wednesday, 13th, 4.00 P.M.
SHANGHAI	Assaye	Wednesday, 13th, 5.00 P.M.

SIBERIAN MAIL TO EUROPE
 Haiphong ...
 Macao ...
 Shanghai ...

KEELUNG, SHANGHAI, NAGASAKI, KOBÉ,
 YOKOHAMA, HONOLULU
 AND SAN FRANCISCO
 SIBERIAN MAIL TO EUROPE

FOR	PER	DATE
Shanghai, Kobe and Meiji	Gregory Apur	Friday, 15th, 10.00 A.M.
Swatow, Amoy and Foochow	Haikyung	Friday, 15th, Noon.
Macao	Sui Tai	Friday, 15th, 1.15 P.M.
Singapore, Penang and Calcutta	Japan	Friday, 15th, 2.00 P.M.
Tientsin	Kwangping	Friday, 15th, 5.00 P.M.
Shanghai	Choyang	Saturday, 16th, 10.00 A.M.
Keelung, Shanghai, Meiji, Kobe and Yokohama	Mexico Maru	Saturday, 16th, 10.00 A.M.
EUROPE, &c., INDIA VIA TUPICORIN, (Late Letters 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.) Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail. The Parcel Mail will be closed on Friday inst., 15th at 5 p.m.	Delta	Registration ... 10.00 A.M. (Registration with late fee of 10 cents up to 10.45 A.M.) Registration ... 9.30 A.M. No late fee Letters ... 11.00 A.M. B.O. ... 10.00 A.M. No late fee ... 11.00 A.M. Letters ... 11.00 A.M.

Manila (Taking Mails for Cebu and Iloilo)
 Macao
 Kobe
 Shanghai

SIBERIAN MAIL TO EUROPE
 Sandakan
 Batavia, Cherbon, Samarang, Sourabaya and
 Macassar

Timor, Port Darwin, Thursday Island, Cook-
 town, Cairns, Townsville, Brisbane,
 Sydney, Hobart, Launceston, New
 Zealand, Melbourne, Adelaide, Dunedin,
 Perth and Fremantle

Manila, Cebu and Iloilo
 Welhuwei, Chefoo and Tientsin

EUROPE, &c., INDIA VIA TUPICORIN,
 (Late Letters 11.00 A.M. to 11.30 A.M.)
 Extra Postage 10 cents.
 (Letters posted in all the Pillar Boxes
 in time for the first clearance will be
 included in this contract mail.)

Swatow, Amoy and Foochow
 Manila (Taking Mails for Cebu and Iloilo)

SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA,
 VICTORIA AND VANCOUVER (B.C.)
 SIBERIAN MAIL TO EUROPE

Empress of Japan
 Registration ... 3.15 P.M.
 (Registration with late
 fee of 10 cents, up to
 4.00 P.M.)
 Letters ... 5.00 P.M.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

September 12th.	
ON LONDON—	
Telegraphic Transfer	194
Bank Bills, on demand	194
Bank Bills, at 30 days' sight	194
Bank Bills, at 4 months' sight	194
Credit, at 4 months' sight	194
Documentary Bills 4 months' sight	194
ON PARIS—	
Bank Bills, on demand	226
Credit, at 4 months' sight	230
ON GERMANY—	
On demand	184
ON NEW YORK—	
Bank Bills, on demand	43
Credit, at 60 days' sight	44
ON BOMBAY—	
Telegraphic Transfer	134
Bank, on demand	134
ON CALCUTTA—	
Telegraphic Transfer	134
Bank, on demand	134
ON SHANGHAI—	
Bank, at sight	75
Private, 30 days' sight	76
ON YOKOHAMA—	
On demand—Pesos	83
ON MANILA—	
On demand	76
ON SINGAPORE—	
On demand	108
ON HAIPHONG—	
On demand	14 1/2 pm.
ON SAIGON—	
On demand	14 1/2 pm.
ON BANGKOK—	
On demand	83
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.70
SILVER, per oz.	24 1/2

SUBSIDIARY COINS.

	per cent.
Chinese ... 20 cents pieces	\$5.35 discount
Chinese ... 10 " "	\$6.20 " "
Hongkong ... 20 " "	\$5.22 " "
Hongkong ... 10 " "	\$6.08 " "

SHARE LIST—QUOTATIONS. HONGKONG, SEPTEMBER 12th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$890, buyers
China Borneo Company, Limited	60,000	\$12	all	\$85 10/-
China Light and Power Company, Limited	50,000	\$5	all	\$103, sellers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$1.50
COTTON MILLS.				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 93.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	Tls. 43.
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 62.
Laon-Kung-Mow C. Spinning & Weaving Co., Ltd.	8,000	Tls. 100	all	Tls. 23.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	\$23, buyers
Dairy Farm Company, Limited	40,000	\$72		
DOCK AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, buyers
New Amoy Dock Co., Limited	10,000	\$63	all	\$8, sellers
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	all	Tls. 58, buyers
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	all	Tls. 86, x div.
Green Island Cement Co., Limited	400,000	\$10	all	\$3.85, sal. & bu.
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$240
Hongkong Electric Co., Limited	60,000	\$10	all	\$214, buyers
Hongkong Hotel Company, Limited	12,000	\$50	all	\$72, buyers
Manila Metropolitan Hotel Limited	8,000	Pa. 10	all	\$11
Hongkong Ice Company, Limited	15,000	\$25	all	\$165
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$18, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$7
INSURANCE.				
Canton Insurance Office Co., Limited	10,000	\$250	all	\$206, buyers
China Fire Insurance Co., Limited	20,000	\$100	all	\$125, buyers
China Traders Insurance Co., Limited	24,000	\$83.33	all	\$105
Hongkong Fire Insurance Co., Limited	8,800	\$250	all	\$50, buyers
North-China Insurance Co., Limited	10,000	\$15	all	Tls. 155, buyers
Union Insurance Society, Limited	12,400	\$250	all	\$820, buyers
Yangtze Insurance Association, Limited	12,000	\$100	all	\$227 1/2 @ Ex 73
LANDS AND BUILDINGS.				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$74, buyers
Humphreys' Estate and Finance Co., Ltd.	150,000	\$50	all	\$25, sales
Kowloon Land and Building Co., Ltd.	6,000	Tls. 50	all	Tls. 94
Shanghai Land Investment Co., Limited	78,000	\$50	all	\$45, buyers
West Point Building Co., Limited	12,500	\$50		
MINING.				
Société Française des Charbon de Tonkin	16,000	Fcs. 250	all	\$700
Raub-Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2.65
Peak Tramways Co., Limited	25,000	\$10	all	\$12, sellers
Philippine Co., Limited	50,000	\$10	all	\$100, buyers
REFINERIES.				
China Sugar Refining Co., Limited	7,000	\$100	all	\$5, buyers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$103, buyers
Douglas Steamship Co., Limited	20,000	\$50	all	\$284, sellers
Hongkong, Canton & Macao S.S. Co., Ltd.	80,000	\$15	all	\$64, L'don.
Indo-China Steam Navigation Co., Ltd.	60,000 prof.	\$5	all	sel. \$5 17.6.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	all	\$75, sellers
Star Ferry Company, Limited	250,000	\$10	all	\$250,000
South China Morning Post, Limited	10,000	\$10	all	\$5
Steam Laundry Company, Limited	10,000	\$25	all	\$25
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	1,200	\$7	all	\$4, sellers
Watkins, Limited	10,000	\$10	all	\$24, buyers
A. S. Watson & Co., Limited	10,000	\$10	all	\$9, buyers
Weissmann, Limited	3,000	\$10	all	\$15, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 only	\$10	all	\$4
Union Waterboat Co., Limited	100 fiders	\$10	all	\$300
RUBBER.				
Para Rubber in London				4/10 per lb., firm.
Loans.				
Chinese Imperial 1886	Amount.	Value.	Interest.	Quotation.
	Tls. 767,200	Tls. 250	7% p. annum	Par.
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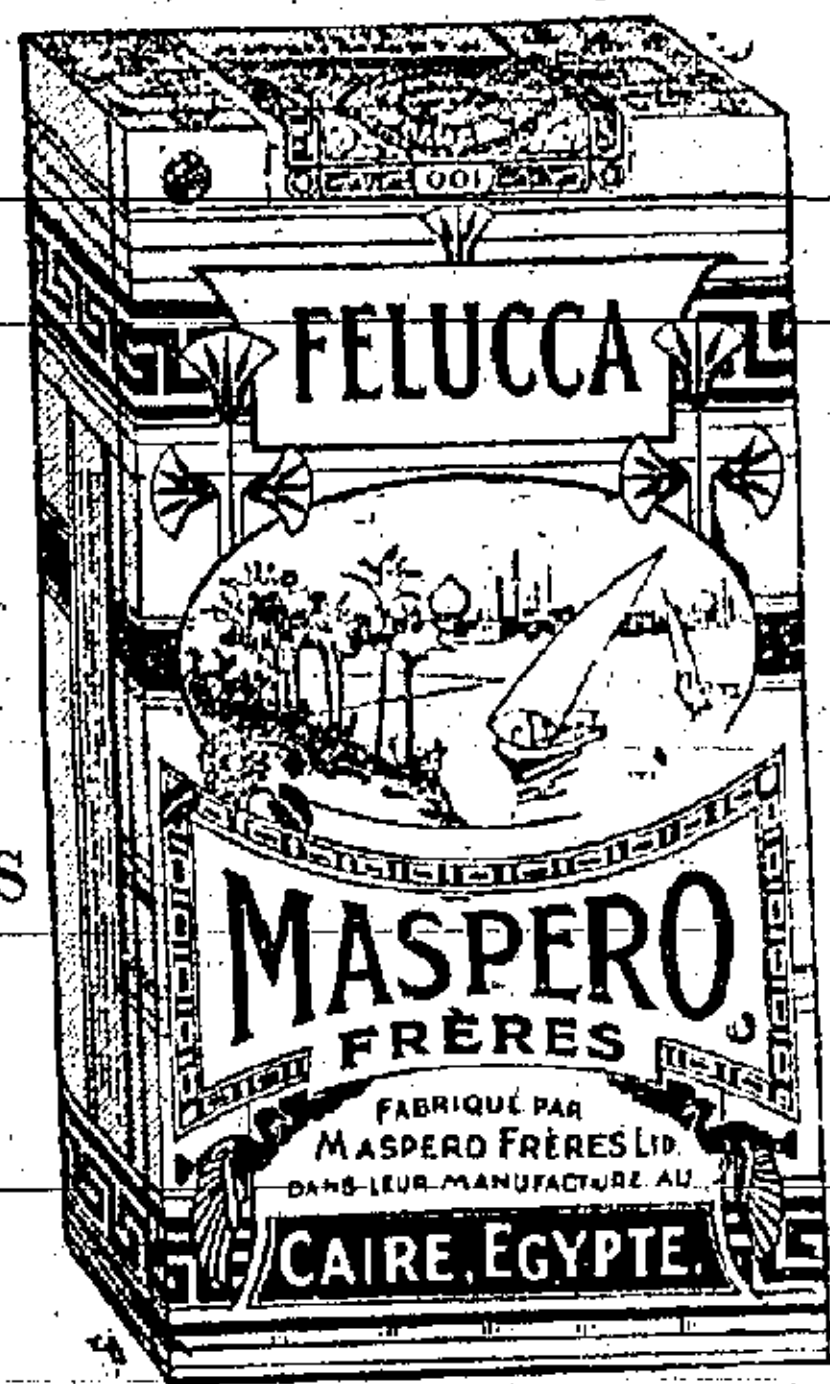
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TO-DAY 9 P.M.—Aquatic Fete at the Victoria Recreation Club.

FORTHCOMING EVENTS.

Thursday, 14th Sept.—Twentieth Half-Yearly
 Drawing of Sixty-five Debentures of
 Hongkong Club, 11 A.M.
 Monday, 18th Sept.—Auction of Crown Land at
 Kennedy R.d. by Public Works Dept. 5 P.M.
 Saturday, 23rd Sept.—Ordinary General Meet-
 ing of Douglas, Laprak & Co., Ltd., Noon.

報新外中港香 CHUNG NGOI SAN P O (Chinese Daily Press) PUBLISHED DAILY. Is the oldest and still immeasurably the best Advertising medium among the Native Community. Established for over FIFTY YEARS Circulates largely throughout Southern China Indo-China, etc.

Terms for Advertising (Translation free) can
 be obtained at the Office, 102, Des Vaux Road
 Central, Hongkong, 131, Fleet Street, London,
 or from the different Agents.
 Despatches translated from or into Chinese
 or Colloquial Chinese.

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 102, Des
 Vaux Road Central, Victoria, Hongkong; London Office, 131, Fleet Street E.C.